



City of Cleveland  
**Frank G. Jackson, Mayor**

**Kerry McCormack, Council Member, Ward 3**  
**Matt Zone, Council Member, Ward 15**

**Matthew Spronz, Director**  
**Mayor's Office of Capital Projects**

**Richard J. Switalski, P.E., Administration Bureau Manager**  
**Division of Engineering and Construction**

Invite you to a **PUBLIC MEETING** for the

## **Alternative Access to South Whiskey Island Feasibility Study**

**When:** Tuesday, November 12, 2019 – 6:00-7:30 P.M.

**Where:** St. Paul's Community Church  
4427 Franklin Blvd, Cleveland, OH 44113

**What:** The purpose of this meeting is to present alternatives under consideration for access to South Whiskey Island, and to understand and gain public feedback on any and all of the alternatives.

**Why:** The only existing access to South Whiskey Island is the Willow Lift Bridge which is almost at the end of its design life and requires major rehabilitation or replacement.

To support a thorough and well-founded decision for continued access to South Whiskey Island, the City hired AECOM to review feasibility and costs of alternative accesses, including the rehabilitation or replacement of the Willow Avenue Vertical Lift Bridge.

Alternatives are being evaluated with a holistic approach and with a multi-criteria decision based analysis.

**Your comments are important!**

## ALTERNATIVE ACCESS TO SOUTH WHISKEY ISLAND FEASIBILITY STUDY



### Project Purpose:

- The only access to businesses on Whiskey Island south of the Norfolk Southern Railroad tracks is the Willow Lift Bridge.
- The Willow Lift Bridge, constructed in 1964, is nearing the end of its design life and requires major rehabilitation or replacement. It also requires increasing annual maintenance costs for 24-hour support personnel and perpetual upkeep of controls and moving parts.
- To support a thorough and well-founded decision for continued access to South Whiskey Island, the City hired AECOM to review feasibility and costs of alternative accesses, including the rehabilitation or replacement of the Willow Avenue Vertical Lift Bridge.
- Alternatives are being evaluated from a holistic approach and with a multi-criteria decision based analysis.



## ***ALTERNATIVE ACCESS TO SOUTH WHISKEY ISLAND FEASIBILITY STUDY***

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### **Project Considerations:**

- *Alternative access routes should accommodate truck traffic up to approximately 800 trucks per day as well as multi-modal transportation options.*
- *Whiskey Island is home to major industrial, institutional, recreational and commercial interests that require access during and after construction.*
- *Truck routes to and from South Whiskey Island and their impact on adjoining neighborhoods are being taken in consideration in the evaluation.*
- *Funding for design, ROW acquisition (if required), and construction needs to be identified and secured.*
- *Feasible alternatives must:*
  - *Address the project purpose and need;*
  - *Obtain support from Norfolk Southern Railroad; and*
  - *Address maintenance of traffic during construction.*

*Numerous alternatives have been evaluated to date but have been dismissed as they do not meet these criteria.*

### **Project Status:**

- *Five alternatives remain and are being progressed forward to be fully evaluated.*
- *Public input will be requested and incorporated into the multi-criteria decision analysis.*
- *Once the alternatives are fully evaluated, the feasibility study report will document the recommended preferred alternative.*

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## Alternative Access to South Whiskey Island Feasibility Study

### **PUBLIC MEETING**

Tuesday, November 12, 2019  
St. Paul's Church  
4427 Franklin Blvd.  
Cleveland, Ohio 44113

### **TALKING POINTS:**

MOCAP and/or Councilmen will open the meeting.



# Introductions



**AECOM**

Mike Woodring, PE, CPESC  
AECOM Project Manager  
1300 East 9th Street, Suite 500  
Cleveland, Ohio 44114

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ALTERNATIVE ACCESS TO SOUTH WHISKEY ISLAND FEASIBILITY STUDY

SLIDE 2

## TALKING POINTS:

Thank Councilmen Zone and McCormack for arranging.

Thank Pastor and the public/community for taking time and attending.

Thank all team members for all their hard work and dedication.

## What is the problem we are trying to solve?

- Willow Avenue Lift Bridge is nearing the end of its useful life and requires major rehabilitation or replacement
- Lift Bridge is becoming unreliable, more and more costly to operate and maintain
- Lift bridge is the only vehicular access to South Whiskey Island



### TALKING POINTS:

Fixed bridge has an estimated useful life of 75 years.

Moveable bridge has a useful life in the range of 50 years.

Willow Avenue lift bridge was built in 1964.

Recent repairs on the Willow Lift bridge were costly. In the last 10 years, the City of Cleveland has invested \$9.8 million in capital repairs (not including maintenance items or operating costs).

## Public Involvement

- This public meeting is an opportunity to understand and gain public feedback on the alternatives
- Public input will be incorporated into the multi-criteria decision analysis in the development of the preferred alternative
- We are here to listen

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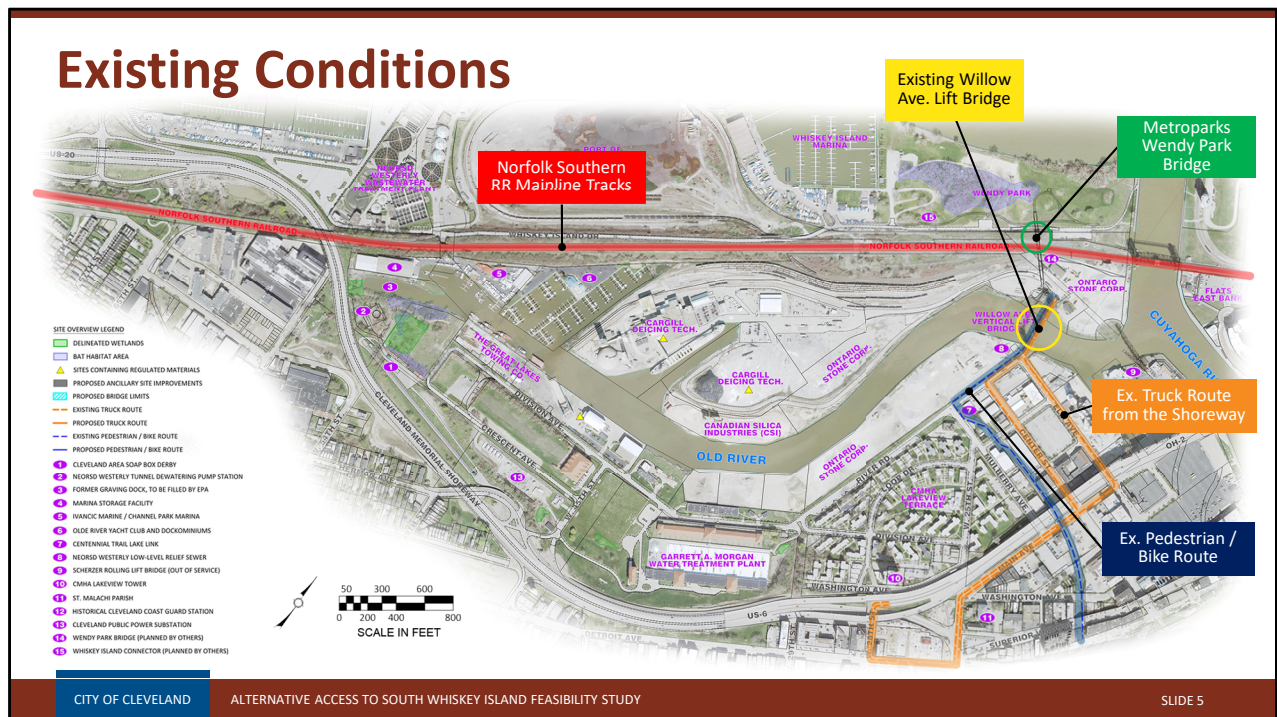
SLIDE 4

### TALKING POINTS:

Some of the exhibits within this presentation are on the large display boards around the room here tonight.

We are interested in receiving your viewpoint. Specifically on some benefits or advantages that an alternative may offer.

We ask that you keep this in mind as you view this presentation and the large display boards.



## TALKING POINTS:

Whiskey Island...a unique and diverse area in the City of Cleveland near the mouth of the Cuyahoga River with Lake Erie.

It can be divided into 2 distinct regions, north and south.

South Whiskey Island is bounded by the Rivers (Old and Cuyahoga) and NS Railroad.

Norfolk Southern mainline railroad tracks bisects the area. It separates Whiskey Island Drive that serves Wendy Park from South Whiskey Island. Main railroad route serving between New York and Chicago. Runs approximately 90 trains per day.

Willow Ave Vertical Lift Bridge spans over the Old River. This is the one and only point of vehicular access to South Whiskey Island.

Orient people to surrounds: Shoreway, Edgewater Park, Wendy Park, NEORSD Westerly Wastewater Treatment Plant, Bulk Terminal, 3 marinas, CWD Water Treatment Plant, Detroit-Shoreway neighborhood.

Existing Truck Route (Orange dashed linework) takes West 28<sup>th</sup> Street/Flats West exit and goes up/down Elm Avenue/Center Street.

Existing Bike Route (Blue dashed linework) currently ends on Mulberry Avenue (Centennial Trail Lake Link).

Metroparks recently awarded construction of the Wendy Park Bridge. This will connect the lakefront to the Towpath and Lake Link Trails.

Google Map: <https://www.google.com/maps/place/Whiskey+Island/@41.4982492,->



[81.7120522,18z/data=!4m5!3m4!1s0x8830f05c381015fd:0x7a46229d490b9f19!8m2!3d41.4958841!4d-81.7165209](#)

## Existing Conditions Overview



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ALTERNATIVE ACCESS TO SOUTH WHISKEY ISLAND FEASIBILITY STUDY

SLIDE 6

### TALKING POINTS:

View looking west from atop Willow Lift Bridge.

Note Old River, Cargill, Ontario Stone, CSI, River Road.

## Existing Conditions Overview



CITY OF CLEVELAND

ALTERNATIVE ACCESS TO SOUTH WHISKEY ISLAND FEASIBILITY STUDY

SLIDE 7

### TALKING POINTS:

View looking west from atop Willow Lift Bridge.  
Note NS mainline tracks on right hand side.

## Existing Conditions Overview



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ALTERNATIVE ACCESS TO SOUTH WHISKEY ISLAND FEASIBILITY STUDY

SLIDE 8

### TALKING POINTS:

View looking south from Lake Erie.

Note Willow Lift Bridge (left hand side) and Wendy Park.

## Existing Conditions Overview



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ALTERNATIVE ACCESS TO SOUTH WHISKEY ISLAND FEASIBILITY STUDY

SLIDE 9

### TALKING POINTS:

Again view looking south from Lake Erie.

Note CWD Water Plant, Shoreway and Bulk terminal (right hand side).



## Regional Importance of Businesses



- Regional businesses are key stakeholders
- Reliant on access by use of Willow Avenue Lift Bridge

- At peak times, up to 800 trucks per day use the access route



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SLIDE 10

### TALKING POINTS:

Businesses that line either and/or both sides of the Old River: Ontario Stone, Great Lakes Towing, 3 marinas, Cargill, CSI (formerly Sand Products).

Directly on South Whiskey Island are Cargill, CSI, and the main building for Ontario Stone.

Again, Willow Avenue Lift Bridge is their only vehicular access.

Regional Importance of the businesses:

There are three prominent businesses on the island that use the Willow Avenue Lift Bridge to distribute their goods. They distribute salt, sand and gravel throughout Ohio, western Pennsylvania and southern Michigan.

Cargill: salt mine under Lake Erie – Which cannot move and has a long useful life ahead of it.

Cleveland mine is approximately 2,000' below the bottom of Lake Erie and stretches approximately 5 miles wide and 3 miles out from shore. They mine, process and transport bulk deicing salt to municipalities, government agencies and private commercial businesses. They extract as much as \$4 million tons of salt each year from the Cleveland mine and sell as far as Minnesota and Massachusetts. Ohio is the fifth biggest producer of salt in the country and the Cleveland mine produced the most. They anticipate at least another 50 years of mining.

CSI (Canadian Silica Industries): Also known as Sand Products. Dries and stores foundry sand. Sand is mined in northern MI, shipped via freighter to this location, and trucked regionally (up to 170 miles away). Operates with millions of dollars of revenue annually.

Ontario Stone: Distributes limestone, gravel, silica and other products. Materials come in via ship and trucked away regionally. Main clients are heavy highway contractors. Also operates with millions of dollars of revenue annually.

In addition to trucking, Cargill/CSI/Ontario also rely on Old River and rail to support their businesses.

## Purpose of Feasibility Study

- Identify a preferred alternative to access South Whiskey Island
- If the bridge becomes inoperable, there is no vehicular way on or off of the island
- Look at all modes of transportation





## Multi-Criteria Decision Analysis

– Established a list of criteria to evaluate each alternative

- Safety
- Implications to business and neighborhoods
- All modes of transportation
- Environmental impacts
- Project Costs
  - Design, Construction, right-of-way, utility relocations
  - Long-term operations and maintenance costs



**NEED PUBLIC INPUT:**  
You have a part in the  
decision making!

### TALKING POINTS:

Taking a “holistic” approach in determining what factors will help make the best decisions. With a holistic approach, the cost of the project is not the only determining factor.

Alternatives could have positive or negative impacts. An alternative may provide an advantage or opportunity that was unrealized before.

There are numerous stakeholders who sometimes have opposing viewpoints.

The establishment of the criteria in which the decision is being made was formulated before the alternatives were refined and fully developed.

## Main Criteria Each Alternative Must Meet

- ✓ Must meet purpose and need
- ✓ Need support from Norfolk Southern Railroad
- ✓ Need a feasible method to maintain access to South Whiskey Island while constructing the alternative

If an alternative did not meet the above criteria, that alternative cannot be considered any further

### TALKING POINTS:

Not just one or two, but 36 different alternatives have been looked at to date by AECOM and the City. Some were quickly dismissed due to negative impacts, but others remain viable.

Again, we are looking for the alternative that addresses the need and provides benefit.

## Overview of the Remaining Five Alternatives

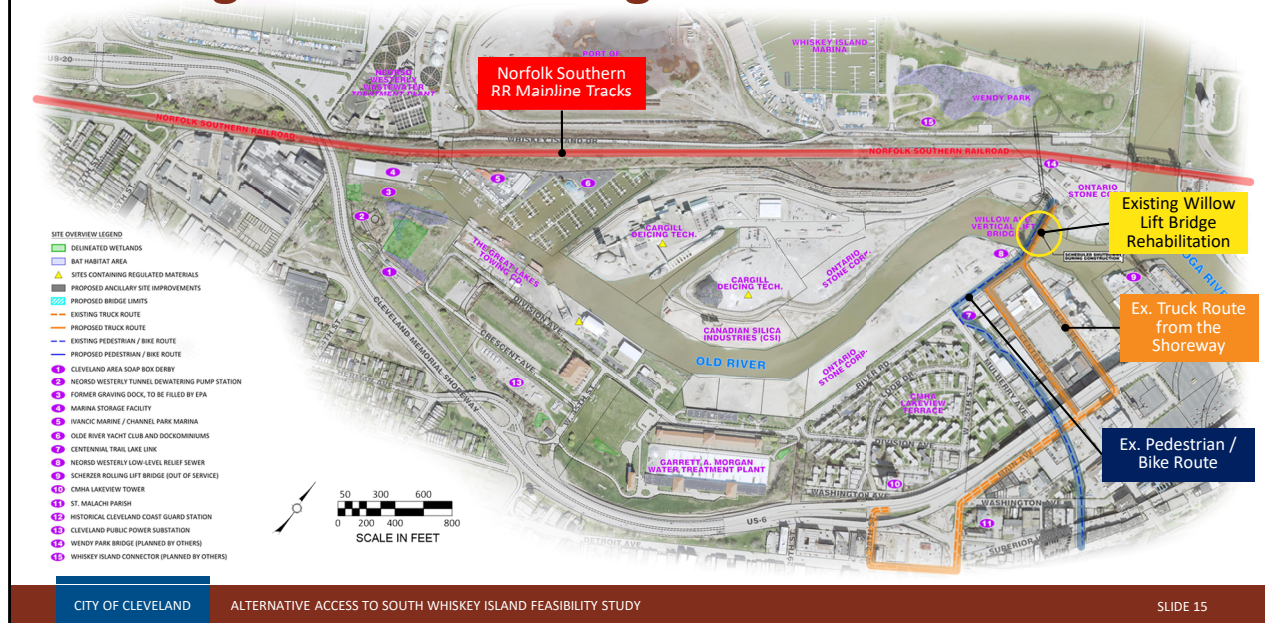
- Existing Willow Lift Bridge Rehabilitation
- New Lift Bridge Adjacent to Existing
- New Bascule Bridge at Mulberry Ave.
- New Fixed Bridge at W. 45th St.
- New Fixed Bridge at State St.

### TALKING POINTS:

The search for a solution has been narrowed down to five and these have gained preliminary support from Norfolk Southern. There are benefits and disadvantages to each alternative.

Here is a description of all five of them:

# Existing Willow Lift Bridge Rehabilitation



## TALKING POINTS:

The Willow Avenue Lift Bridge is a vertical lift bridge, climbing over 100 feet when the roadway is raised to allow ships to travel underneath.

Opening in 1964, it is one of the last moveable bridges to be built in the City.

It serves the business along South Whiskey Island and will soon serve a Metroparks bike path that will eventually lead to Wendy Park. Cantilevered shared-use trail on the west side.

Has a full-time operator manned to raise/lower the structure. Staffed by an operator 24/7, 365 days per year.

The moveable bridge has reached its design life.

Alternative number one...simply rehabilitate the bridge in its current location. This option may have the least amount of cost initially, but it may not fully address the long-term unreliability issue that is so desired. Also maintaining access across the bridge while major rehab work is being performed is difficult. Limited and scheduled closures may be required.

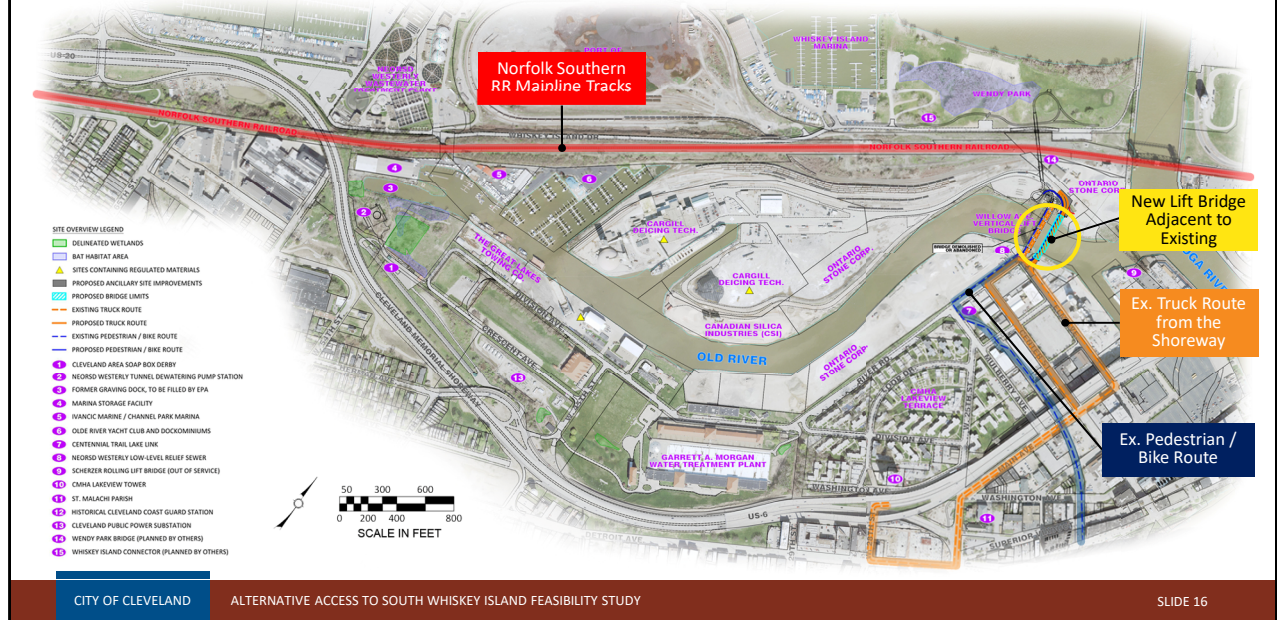
Status of Willow Avenue Lift Bridge: Rehabilitated

Proposed Truck Route/Traffic Patterns: Same as existing

Proposed Bike/Pedestrian Route: Same as existing. The future Wendy Park connection will be along the west side of the Willow Avenue Lift Bridge.



# New Lift Bridge Adjacent to Existing



## TALKING POINTS:

Second alternative is to build a new vertical lift bridge next to the existing structure. It would be a new vertical lift bridge just like the old. The new structure would be approximately 90 feet further east. 90 feet measured from center of existing to center of new structure.

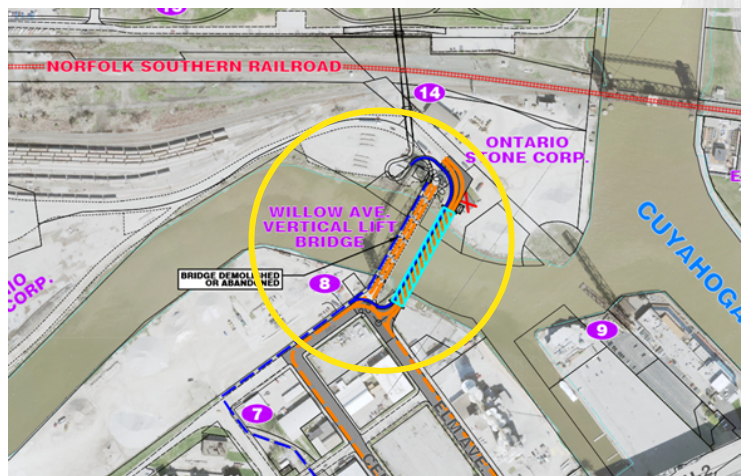
Would be able to maintain traffic on the existing structure while the new one was constructed.

Status of Willow Avenue Lift Bridge: Demolished/Abandoned

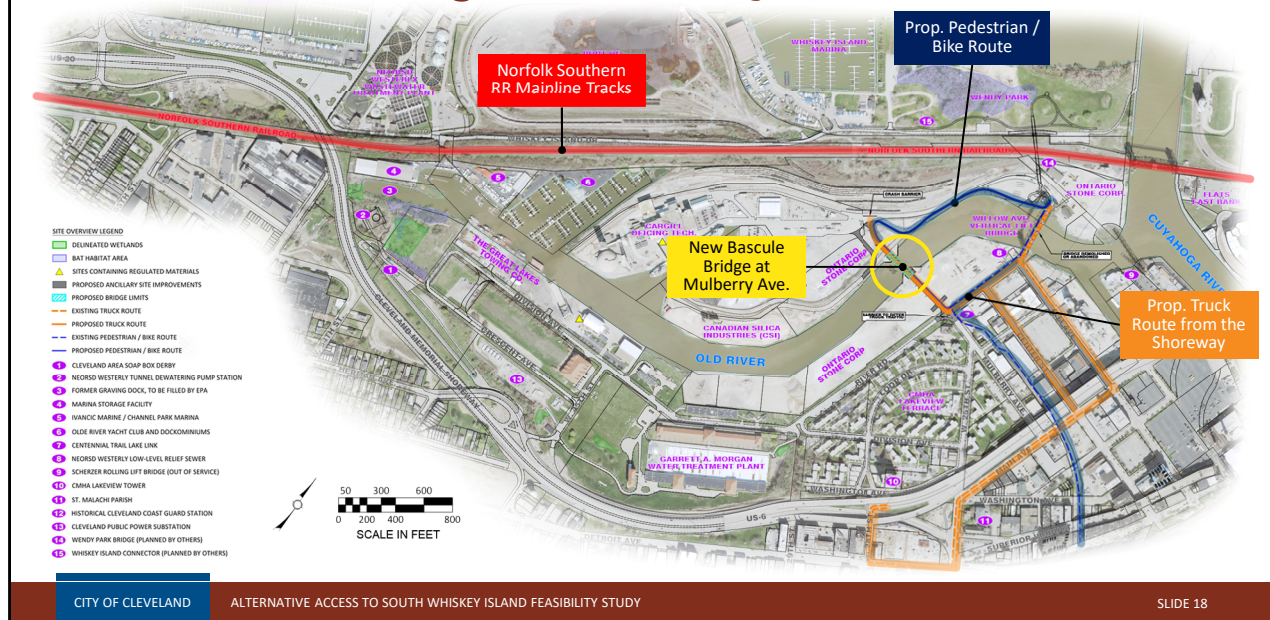
Proposed Truck Route/Traffic Patterns: Same as existing. Moved over slightly for alignment of new adjacent lift bridge.

Proposed Bike/Pedestrian Route: Same as existing. Moved over slightly for alignment of new adjacent lift bridge.

## New Lift Bridge Adjacent to Existing – Plan View



## New Bascule Bridge at Mulberry Ave.



### TALKING POINTS:

The third alternative is to build a draw bridge type or double bascule bridge at a site upstream from the current structure where the Old River channel is narrower.

A benefit of the first three alternatives is that the current traffic patterns are not significantly revised from the current situation. These bridges require them to be staffed by an operator 24/7, 365 days per year. The bridges would be very expensive to build/maintain and to operate on a daily basis.

Would be able to maintain traffic on the existing structure while the new one was constructed.

Status of Willow Avenue Lift Bridge: Demolished/Abandoned

Proposed Truck Route/Traffic Patterns: Routed along River Rd. to new bascule bridge

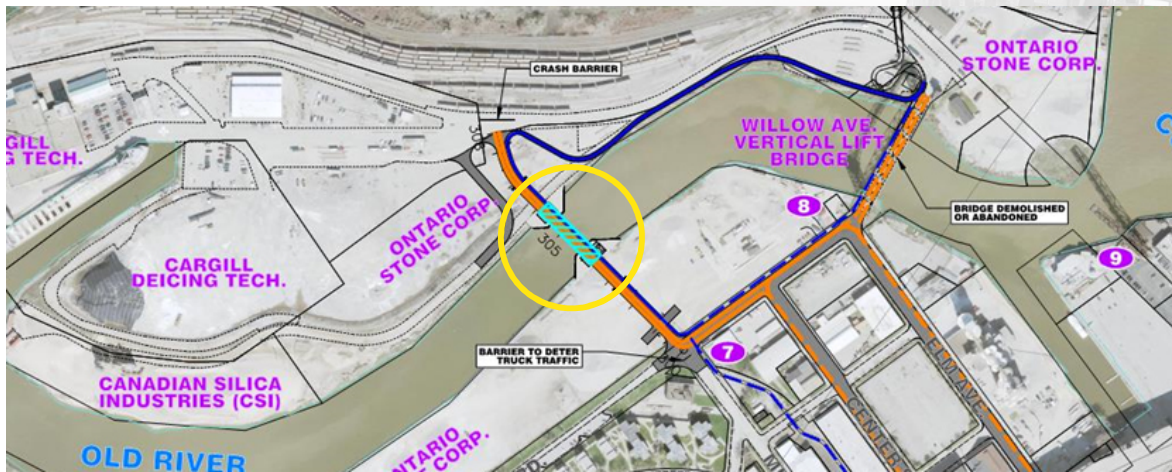
Proposed Bike/Pedestrian Route:

Bike path continued down Mulberry Avenue from existing path over new bascule bridge

New bike path added to connect new bascule bridge to Wendy Park Bridge Trail



## New Bascule Bridge at Mulberry Ave. – Plan View



**Site Overview Legend:**

- DELINEATED WETLANDS
- BAT HABITAT AREA
- SITES CONTAINING REGULATED MATERIALS
- PROPOSED ANCILLARY SITE IMPROVEMENTS
- PROPOSED BRIDGE LIMITS
- EXISTING TRUCK ROUTE
- PROPOSED TRUCK ROUTE
- EXISTING PEDESTRIAN / BIKE ROUTE
- PROPOSED PEDESTRIAN / BIKE ROUTE
- CLEVELAND AREA LOAP BOY DORY
- NECROSO WESTERN TUNNEL DEWATERING PUMP STATION
- FORMER GRAVING DOCK, TO BE FILLED BY EPA
- MARINA STORAGE FACILITY
- IVANKOV MARINE / CHANNEL PARK MARINA
- OLDE RIVER TRAIL CLUB AND DOCKCOMMUNIS
- CONTINGENT TRAIL LAKE LINK
- NECROSO WESTERN LOW-LEVEL RELIEF SEWER
- SCHERZER ROLLING LIFT BRIDGE (OUT OF SERVICE)
- CMHA LAKEVIEW TOWER
- ST. MALACHI PARISH
- HISTORICAL CLEVELAND COAST GUARD STATION
- CLEVELAND PUBLIC POWER SUBSTATION
- WINDY PARK BRIDGE (PLANNED BY OTHERS)
- WINSKEY ISLAND CONNECTOR (PLANNED BY OTHERS)

**Map Labels:**

- Norfolk Southern RR Mainline Tracks
- New Fixed Bridge at W. 45th Street
- Prop. Truck Route from the Shoreway
- New Signaled Intersection
- Prop. Pedestrian / Bike Route
- OLD RIVER
- CUYAHOGA RIVER
- WASHINGTON AVE
- SUPERIOR AVE
- US-6
- US-2
- US-30
- US-40
- US-50
- US-60
- US-70
- US-80
- US-90
- US-100
- US-110
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- US-760
- US-770
- US-780
- US-790
- US-800
- US-810
- US-820
- US-830
- US-840
- US-850
- US-860
- US-870
- US-880
- US-890
- US-900
- US-910
- US-920
- US-930
- US-940
- US-950
- US-960
- US-970
- US-980
- US-990
- US-1000

**Scale:** 0 to 800 FEET

CITY OF CLEVELAND

ALTERNATIVE ACCESS TO SOUTH WHISKEY ISLAND FEASIBILITY STUDY

SLIDE 20

The last two bridge alternatives are “fixed” or non-moving.

Would be able to maintain traffic on the existing structure while the new one was constructed.

Reconfiguration of roadway thru Soap Box Derby Area to get access to Crescent Avenue

Proposed Truck Route/Traffic Patterns:

## Truck traffic to River Rd. significantly decreased

Truck traffic accesses new bridge directly from the Cleveland

## Memorial Shoreway

Proposed Bike/Pedestrian Route:

Bike traffic rerouted up Mulberry Ave/W. 25th St. to connect with existing Lakefront Trail to the new fixed bridge at W. 45th St.

New bike path added to connect new fixed bridge to Wendy Park Bridge Trail





## SLIDE 22

[illegible]

SLIDE 23

## Next Steps

- Public Comment Period (See Comment Sheet)
- Finalization of multi-criteria decision analysis
- Finalization of feasibility study with preferred alternative recommendation
- Work on obtaining funding and progressing design forward
- Construction

### TALKING POINTS:

One of the five alternatives will be moved forward to obtain funding for design and construction.

This is the first of several steps in the process of making South Whiskey Island more accessible and addressing the needs of those who work here, live here and enjoy the benefits of the river.



## Questions? Viewpoints

### **TALKING POINTS:**

We are interested in hearing aspects on what you like with any given alternative and are available for questions.

Again, please feel free to view the large display boards and please then provide your comments.

Members of the project team will be assembled at a table to listen and answer any questions you may have.



**Alternative Access to South Whiskey Island Feasibility Study**

**Tuesday, November 12**

**6:00 PM – 7:30 PM**

**St. Paul's Community Church**

**4427 Franklin Blvd.**

**Cleveland, OH 44113**

**SUMMARY OF CONVERSATIONS**

General introductions and recommendations for speaking from Councilmen

Question about the amount of truck traffic using Whiskey Island

Councilman stated this is an expensive project. Councilman asked for review of costs. Reviewed option for 45<sup>th</sup> St.

M. Woodring said "we're looking at tens of millions of dollars to potentially hundreds of millions"

Councilman said the city is over 200 years old. The way it was settled was along railroad spurs.

Resident concerned about 800 trucks using the bridge daily. How many are coming up out of the area?

Representative of Ontario Stone discounted 800 trucks using the bridge daily.

Mike Woodring stated 800 was the peak number of trucks using the bridge daily. It's not an average, daily number. Reason is the different businesses have different peak seasons.

Resident from Lakeview Tower expressed concern for school busses picking up and dropping off children on Washington Ave. M. Woodring expressed this issue has been reviewed and understands there is a safety factor taken into consideration. There are pros and cons to each of the five alternatives.

Multi-modal access to the area was discussed with the advent of the Metroparks pedestrian/bicycle bridge crossing the railroad tracks providing access to Wendy Park.

City engineer discussed we're years away from this project starting. We're just in the feasibility stage and won't see any construction for years. We're looking at all scenarios of access to the island.

M. Woodring stated with the current bridge, it's still not the best at providing access for pedestrians and bicycles to Wendy Park. It is unreliable for bike and peds as well.

A representative from Metroparks stated they've worked with many representatives of the city regarding the pedestrian bridge across the N/S tracks. Funding has been secured and work will begin next year with a completion date of 2021.

A question was asked about funding for the Whiskey Island Bridge. Who pays for it? Whatever alternative is chosen, will it last for 100 years?

City engineer stated they're looking at all funding sources. A public/private option also exists. The city will look at every funding source.

A resident of Lakeview Terrace mentioned the amount of truck traffic in a residential neighborhood and how dirty and dusty it gets from all the trucks traveling from Whiskey Island. Councilman stated in the

past Cleveland may not have made the best decision in positioning Lakeview Terrace at that site with so much industrial traffic close by.

A resident asked whatever alternative is chosen, how will access be to the island? M. Woodring said it's likely there will be short term closures to the existing bridge for potential prepares.

A resident asked a question about the cost of any of the alternatives. M. Woodring said all costs have not been vetted yet. They're also looking at project costs, utility relation, right of way acquisition. The costs have not ranked the alternatives. M. Woodring said they're taking a holistic approach to the alternatives. Cost will not be the determining factor. Height, span length, curvatures are in play. The bridge will need to be 100 feet tall.

Resident went on record indicating he's for the 45<sup>th</sup> St. alternative. (applause followed)

M. Woodring stated the fixed bridge will eliminate most operating and maintenance costs. The moveable bridges will require staff to operate them. Councilman states it costs the city 250-3-maybe \$400,000 per year to staff the bridge.

Councilman stated controlling forces (cost of steel, labor, etc.) will have an influence of cost on the project. He said if we don't start it 2 to 3 years from now, the cost may be 20% higher.

A resident of Lakeview Terrace asked about the truck routes. What is the city going to do? Councilman responded by saying truckers don't follow the truck routes that are posed. Resident asked again what the city is going to do. City engineer said whenever this issue is brought up at public meetings, the issue is presented the law enforcement.

A resident asked who makes the final decision regarding the five alternatives. Councilman explained the consultants will make a recommendation to the city administration of a preferred option that will be presented to city council. It will be a complicated funding mechanism. There will be federal dollars, state dollars, city dollars and hopefully, private dollars. The councilman said they're learning new things tonight. They're not driving the process, but they're here to be your voice and your representative in the process. He went on to say the consultants are working for the city administration and they will make a recommendation for the preferred option. The option will be presented at another time to city council. City council will have the final say, but we're years away from that.

Councilman said the progress of this project is moving quickly, so he said to the administration tamp the brakes. The council people need to get out into the community, share what your findings are. Community groups and residents getting involved in the decision-making process.

Resident asked about the quality of life and long term effects of this project. Councilman answered this is an important decision that will have long term effects on the community. Tonight is the start of a community conversation. As everyone on the near-west side knows, whether it's a single family home or a \$100 million project, our bottom line is that we have thorough community involvement. That's how we do things on the near west side. This is the start of this project. It's a multi-year fund drive. This is not the last conversation about it. No doubt about it.

City engineer indicated the consultants are selected on a professional basis. Myself and a number of staff oversee what they're doing. They're professionals. They do their job well. We get their recommendations and vet.

Councilman said let's all appreciate the nuance of this project and understand each person's advocacy position and work toward a consensus that benefits everyone involved.

A resident living near the Shoreway asked for the length of time for public input into the five alternatives. He also asked will a study show environmental concerns (noise, vibrations, air quality) from each of the five alternatives. The city engineer said air quality issues are governed by the department of the Ohio EPA. They have their own monitors down there. This is just a feasibility study. We won't do a detailed design until an alternative has been chosen. There may be two, there may be three designs we will narrow down. We just can't advance five alternatives into design. It's not a feasible solution. The councilmen acknowledged truck fumes are an issue. They both will keep the public informed as the next public meetings are assembled.

A neighborhood resident stated this process is much more than just about a bridge. He said it would be nice if there is a sixth alternative that gets all the truck traffic out of the area (applause). Councilman said there are some homeland security issues involved in this project with regard to the water treatment facility. M. Woodring clarified there were several other alternatives considered, but they had to follow the three criteria that was mentioned in the presentation. Woodring mentioned many of the alternatives that were developed didn't meet all the criteria to be narrowed down to what became the five alternatives.

Ontario Stone mentioned how they gain access to their material and they've been in the community since 1960. They support the area.

A resident asked if the current bridge can be "fixed" and the land-based bridge also be constructed. M. Woodring explained with the existing bridge improved, it will still require O&M costs.

A resident asked will the other movable bridges will be more effective. M. Woodring explained where the bridges are located will have much impact on cost.

A business owner asked if a solution must be all in one. He also asked if a fixed bridge would be beneficial along with repairing the Willow Ave Lift Bridge? He asked how many times a day does the Willow Ave. bridge lift? City engineer explained when the bridge was built, it was designed to move once or twice per day. Now it moves so much more (maybe 5 times per day) because of sea going vessels and pleasure boats that are docked at the marinas. City engineer said it may be close to 20 times per day during peak season. Sometimes once per hour. The bridge is over 50 years old. A representative from Great Lakes Towing said that during the past three years, the bridge has become so unreliable, they've had to move some of their equipment to other locations to avoid the bridge from failing to lift. The city engineer said one alternative may not be the best alternative by itself. When the bridge lifts, it's lifting its own weight. With every lift, it causes wear and tear.

A resident asked if a signal is placed at 45<sup>th</sup> St., will further studying be necessary to accommodate the signal. M. Woodring said a traffic modification study would need to be done. ODOT is aware of this project and continued involvement with ODOT will be necessary if a signal is utilized.

M. Woodring further said is this solution purpose and need driven? If so, it will be presented.

It was asked if NOACA is monitoring air quality in the project area. Councilman also asked if NOACA and the EPA monitor air quality and a “yes” was stated. The representative from Ontario Stone said there is so much that can be done to air quality around lime stone quarries. He gave an example of walking with water in your hand. You will lose some water.

A resident asked can a portion of River Rd. be closed so truck traffic will find a different route? The councilman said it’s a possibility. Signage and enforcement may help with truck traffic for a little bit, but it’s not a long-term solution.

A woman who works with Ohio City residents for the last two years said there are no monitors for air quality at Lakeview Terrace. (applause) She said residents must call the city to spray the streets to keep the dust down. Must hold the councilmen’s feet to the fire on this issue. Councilman said we don’t need monitors to tell us there is a problem. The woman went on to say, while the businesses have been there, Elenore Roosevelt was there when Lakeview Terrace opened. Councilman said he didn’t care who was first, everybody is important.

A woman who lives in Riverside Park Estates near Hopkins Airport said the homes in that neighborhood received insulation because of the noise monitors that were placed there. She said CMHA installed air conditioners to help reduce the noise pollution in the homes. Another woman responded by saying she was amazed they had air conditioners installed for noise when Lakeview Terrace residents have crap blowing in through their windows.

A gentleman asked about air pollution issues and regulations. The councilman said anecdotal evidence and data are important.

Another gentleman stated the cart is before the horse with this project. What is this area going to look like 50, 75, 100 years from now. Councilman responded by how we can masterplan and that he looks 20 or more years into the future with what may be the result of this effort. He said a consultant had been working on this project for over a year, when the councilmen asked to hold off so they can bring this to the public. The councilmen also spoke of pedestrian and bicycle access and how all these elements fit into a larger strategic vision.

A resident said there should be better communication from the industries to the neighborhood. The councilman said his office will work toward improving communication between both entities. The communication shouldn’t just be about the bridge, but the neighborhood in general.

A member of the Mayor’s office of city planning said the consultant did not give a final solution. She also said the meeting was her idea and she’s met with residents, businesses. She’s a community activist and everybody needs to be heard. We need to find a way to put it all together. We will continue to have meetings, we’re just beginning. (applause). Councilman responded by saying the planning individual works for the mayor and the administration. He works directly for you.

Consultants gave a final overview of their presentation.

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Feasibility Study

**PUBLIC COMMENT SHEET**

Date: 11/12/19  
Name: Rachel Napolitano Affiliation: resident  
Address: 1953 W. 61<sup>st</sup> St. Cleveland, OH 44102  
Phone: 216 246 1117 e-mail: rachel.napolitano.  
personaluse@gmail.com

Your comment or question about the proposed project:

Rachel Dissel's article said there are  
no Cleveland Dept. of Air Quality monitors.  
that means we are relying on human  
beings to complain about air quality  
→ the same failed model Cleveland  
has relied on to mitigate lead. Let's not  
keep making that mistake. Get air quality  
monitors now → especially since we  
know that living by a highway alone,  
let alone next to industry, is hazardous  
for air quality. The least we ~~as~~ the people  
who funded and zoned this confluence of  
incompatible uses can do is measure the severity  
of the problem to seek future compatible uses  
and funding to rehab.

Comment Sheets can be returned at the Public Meeting or provided to your Council Member.

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DIVISION OF ENGINEERING & CONSTRUCTION

Alternative Access to South Whiskey Island  
Feasibility Study

**PUBLIC COMMENT SHEET**

Date: 11/12/19  
Name: Rachel Napolitano Affiliation: resident  
Address: 1953 W. 61st St. Cleveland, OH 44102  
Phone: 216 246 1117 e-mail: rachel.napolitano.personaluse@gmail.com

Your comment or question about the proposed project:

1.) Expand the scope of the project to allow a tunnel conveyance of stone to eliminate the reason for truck traffic

2.) Reconsider all Norfolk-Southern options and apply political pressure to correct the racist and classist application of housing, ~~the~~ transit, and industrial zoning that created the problem in the first place — this puts most vulnerable constituents, the residents, at the center of the solution

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Feasibility Study

**PUBLIC COMMENT SHEET**

Date: 11/12/19

Name: \_\_\_\_\_ Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

Your comment or question about the proposed project:

NONE OF THESE ALTERNATIVES FULLY ADDRESS THE  
ISSUES PLEASE LOOK INTO ~~KEEPING~~ A PED-BIKE  
ONLY OPTION AT WILLOW (OR NEARBY) AS WELL  
AS OPTIONS TO MOVE ONTARIO STONE AND/OR  
THEIR TRUCKS OUT OF NEIGHBORHOOD. COMPLETELY.  
YOU COULD BUILD BRIDGES UP FROM CARGILL <sup>TO</sup> 45TH  
THAT DOESN'T NEED TO BE 100 FT. IF YOU BUY  
DOCKMINIMUMS AT MARINA THEN ~~FIX~~ WILLOW  
BRIDGE TO BE PED/BIKE S ONLY. THAT SEEMS  
LESS COSTLY THAN BUILDING 100 FT ~~BRIDGE~~ ~~BRIDGE~~  
BRIDGE @ 45TH. ALSO, <sup>USE</sup> TAX INCENTIVES <sup>FOR</sup> ONTARIO  
STONE TO ~~MOVE~~. THEIR PILES ON ~~HAS~~ SOUTH  
SIDE ARE ALSO PROBLEMATIC.  
OF RIVER

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**PUBLIC COMMENT SHEET**

Date: 11.12.2019

Name: Taras Ivashchuk Affiliation: Cleveland D.S.A.

Address: 3614 Euclid Ave., <sup>#321</sup> Cleveland, OH 44115

Phone: 3302527361 e-mail: taras@tarasivashchuk.com

Your comment or question about the proposed project:

My main concern is the safety and quality of life (especially health) of local residents. So to me the fixed bridge at W 45<sup>th</sup> st. seems like the best option, and options such as renovation, a bridge 90 ft. east, or any other plan that keeps the truck traffic running through or near the residential areas ~~the~~ (Lakeview Terraces, etc.) is simply unacceptable. I am also concerned about the influence of the companies who use this route in the decision-making process and connections between the consultants hired by the mayor's office and the referenced firms.



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**PUBLIC COMMENT SHEET**

Date: 11/12/19  
Name: Brad Reed Affiliation: resident  
Address: 2411 Jay Ave  
Phone: \_\_\_\_\_ e-mail: reed.676@gmail.com

Your comment or question about the proposed project:

None of the options seem to intentionally  
add purposefully incorporate ped and cycle access.  
~~It~~ Serious consideration should be given to  
separating vehicle access in one bridge with  
ped access over A rehabbed willow ave  
bridge. Multi bridge maintains multi modal  
Access with separating incompatible uses.

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**PUBLIC COMMENT SHEET**

Date: 11/12/2019

Name: Malaz Elgenieby Affiliation: Resident

Address: \_\_\_\_\_

Phone: 216 331 9424 e-mail: mdousa2010@gmail.com

Your comment or question about the proposed project:

— What is the cost of moving Ontario  
stones out of the neighbourhood?

— That location can be reimagined  
for better impact on the community

— How to insure the transparency of  
the engagement process so the community  
are at the decision making table?

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**PUBLIC COMMENT SHEET**

Date: 11/12/19

Name: CHRISTOPHER ALVARADO Affiliation: RESIDENT, BIKE CLE BOARD

Address: 1335 W. 49<sup>th</sup> 44102

Phone: 216-526-3952 e-mail: CHRISTOPHER.ALVARADO@  
GMAIL.COM

Your comment or question about the proposed project:

I SUPPORT THE WILLOW ST.  
FIXED BRIDGE OPTION. MY OVERRIDING CONCERN  
IS THE HEALTH & QUALITY OF LIFE FOR FOLKS @ LAKEVIEW  
TERRACE. THERE ARE TOO MANY HEAVY TRUCKS MOVING PAST  
THEIR HOMES, AND MOVING THEM TO W. 45<sup>th</sup> WILL HELP  
DECREASE PARTICULATES. IN THE FUTURE, WE CAN FOCUS  
ON MOVING PEDESTRIANS & CYCLISTS FROM THE  
CENTENNIAL TRAIL TO WHISKEY ISLAND ACROSS THE  
WILLOW ST. BRIDGE (OR A FUTURE REPLACEMENT).  
IN THE MEANTIME, THE SHOREWAY TRAIL CAN  
BE USED.

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**PUBLIC COMMENT SHEET**

Date: 11/12/2019

Name: CHRISTINA ZNIDARŠIĆ Affiliation: Resident

Address: 1335 W. 49 ST

Phone: \_\_\_\_\_ e-mail: cznidarsic@gmail.com

Your comment or question about the proposed project:

As a resident who is very close to this  
proposed work, I fully support the fixed  
bridge @ W.45<sup>th</sup> option. A signalized  
intersection on the Shoreway is fully in line  
with the original vision of the improvements  
there and will provide much-needed traffic  
calming. Rerouting trucks away from  
Lakeview Tenace should be a priority for us  
from both an environmental and social  
justice standpoint. These communities are  
systematically affected by industry + pollution  
and ~~it's~~ it's time we do better. Rehabbing Willow only  
for bike/ped access would be a worthwhile use  
of the location.

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**PUBLIC COMMENT SHEET**

Date: 11/12/19

Name: Mollie Hambro Affiliation: resident, member of Cde for Public Transi

Address: 6404 Bridge Avenue Cde 44102 + Bike Cde

Phone: \_\_\_\_\_ e-mail: m.r.hambro@gmail.com

Your comment or question about the proposed project:

It seems odd that a recommendation was nearly made and then thankfully council stepped in for community engagement - please continue the engagement and public input on this project. bike/ped links to lakefront / Wendy Park / Whiskey Island critical for both sides of town - all truck traffic should be diverted from Lakeview! No neighbor wants that on their street on the regular. although it seems multiple access points would be beneficial, it is necessary that data supporting air quality and bridge use provided for public knowledge and consideration to project scope. of the options shown, the fixed 45<sup>TH</sup> Street bridge seems most optimal. Also, the companies should fork over \$(!) to aid in funding this project - even required if point of access becomes of use only to the company.

Comment Sheets can be returned at the Public Meeting or provided to your Council Member.

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Feasibility Study

**PUBLIC COMMENT SHEET**

Date: 11/12/19  
Name: Robert Winn Affiliation: \_\_\_\_\_  
Address: 16301 Lake Ave # 719  
Phone: 216-744-2031 e-mail: \_\_\_\_\_

Your comment or question about the proposed project:

I'm on the Shoreway nearly  
every day - traffic is too  
fast; please build the  
bridge / intersection at W. 45th!



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**PUBLIC COMMENT SHEET**

Date: 11/12/19

Name: \_\_\_\_\_ Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

Your comment or question about the proposed project:

Before advancing to the preferred alternative, there needs to be a thorough air quality analysis of existing conditions along with the changes to air quality and fine particulates of each alternative. The alternative that moves traffic farthest from Lakewood Terrace may actually exacerbate negative impacts to them due to the elevation of the bridge and wind blowing particulates towards the community. This is not something to study after ~~proposed~~ an alternative is selected. Also traffic impacts with signalization can also impact the air quality by adding traffic delays and idling. Just make sure it is a fully informed and communicated analysis, please.

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**PUBLIC COMMENT SHEET**

Date: 11/12/19

Name: Mark Raymond

Affiliation: Ohio city Resident and <sup>Bowling</sup>

Address: \_\_\_\_\_

Phone: 440-474-3772

e-mail: clevelandhostel@gmail.com

Your comment or question about the proposed project:

Thanks for having this forum

Can conveyor belts be used to get the  
material off of the island?

they are used in Ashtabula Harbor and  
at Marblehead and many other similar  
areas.

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Feasibility Study

**PUBLIC COMMENT SHEET**

Date: 11/12/2019  
Name: Christin Burrill Affiliation: Resident  
Address: 1237 Washington Ave  
Phone: \_\_\_\_\_ e-mail: templephd@mac.com

Your comment or question about the proposed project:

Anything that can be done to reduce truck traffic near Lakeria Terrace on Washington Ave. needs to be done. The fixed bridge access from 45th St is clearly ideal compared to alternatives. Additionally, a traffic light on the shore way will also help slow traffic that was part of the goal of the Shoreway Rehab project.

In the future include Center St & Center St swing bridge as a truck route, much of the truck traffic uses Center St., which is becoming more residential.

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Feasibility Study

**PUBLIC COMMENT SHEET**

Date: 11/12/19  
Name: Loren Arthes Affiliation: \_\_\_\_\_  
Address: 2131 W 41<sup>st</sup>, 44113  
Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

Your comment or question about the proposed project:

There should be a public health impact  
assessment of the various options.

There should be a cost/benefit analysis  
of ~~not~~ doing a bridge (tax loss, economic impact)  
v. cost of options.

If an option for 45<sup>th</sup> is chosen, enforcement  
should be installed at W 41<sup>st</sup>, W 25<sup>th</sup> exits  
to prevent displacement of existing traffic.

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Feasibility Study

**PUBLIC COMMENT SHEET**

Date: 1/12/19  
Name: Emily Lundgard Affiliation: Resident  
Address: 2131 W 4th Street  
Phone: 614-537-7012 e-mail: elundgard@gmail.com

Your comment or question about the proposed project:

Cost analysis must include the cost that truck traffic in residential areas has or could have on health and the healthcare industry. We are already paying for this one way or another, regardless of the cost for the infrastructure. Transportation costs need to include the needs of people not just infrastructure. consider

Continue to give the community a say - let us weigh in on the recommendations before they are final to City Council.

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**PUBLIC COMMENT SHEET**

Date: \_\_\_\_\_

Name: \_\_\_\_\_ Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

Your comment or question about the proposed project:

Please create an alternative that considers an operable pedestrian bridge in the current Willow lift bridge location and a complementary stationary bridge further west.

This gets truck traffic out of the neighborhood, maintaining ped/cycle access for the neighborhood, and creates more recreational opportunities for the neighborhood. The new bridge (for vehicles) can be built while willow is still



in service (limiting disruption to the businesses).  
A pedestrian bridge ~~can~~ has lots  
of grant funding opportunities and  
could be entirely funded with other  
people's money while the city/feds  
pay for the vehicular bridge.

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Alternative Access to South Whiskey Island  
Feasibility Study

**PUBLIC COMMENT SHEET**

Date: 11/12/2019

Name: \_\_\_\_\_ Affiliation: Ohio City Resident

Address: W 25 Ohio City

Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

Your comment or question about the proposed project:

At this point in our history, we have to make sure  
we have the private industry contributing to  
the cost of this bridge. The private profit can  
not be at the health, wellness and safety  
of the community. Saying they pay taxes  
shouldn't be used to say they "contribute"  
because they are not contributing funds to  
all the environmental degradation in the  
area. How + when are we going to hold the  
private sector accountable for extracting  
our shared/owned natural resources.  
I worry that you'll have these meetings and  
the city will NOT do the right thing but  
they will do the cheapest option. Also you have

not shown on your list of criterion  
Public Health. You need to add that. And  
you have to have a meeting at Lake View  
Terrace. 4 or 5 people at a meeting don't  
count. What data are you going to use  
and measure to see the actual public  
health. They haven't done or shown  
anything that seems to care about the  
community - only show how the route  
can be completed.

- (1) How much will each option cost?
  - (2) Who is paying for this project?
  - (3) Who is this project benefitting?
  - (4) Has Cargill and Ontario Stone already seen these plans?
    - (a) Do they have a preference for any of these options?
    - (b) Are they contributing financially to this project?
  - (5) Are there other options that have been drawn up and discarded for some reason?
    - (a) Will those be made available?
  - (6) What is more important - the health of Cleveland residents, or ease of truck access for two companies?
  - (7) What is the plan for a public engagement strategy?
    - (a) You need to have additional engagement with residents of Lakeview Terrace
  - (8) If the W. 45th Street Bridge was pursued, would Willow Ave. bridge be maintained for pedestrian access to Whiskey Island?
    - (a) Why is the City spending money on a bridge for truck traffic but isn't willing to make an investment to create safe pedestrian access to Whiskey Island?
  - (9) What is the City doing to address the air quality issues that are starting at Ontario Stone? How is the City making companies comply with the law?
- 
- (10) We know that existing truck traffic is shortcutting through Lakeview Terrace to W. 25th and are not following the route noted on the construction maps. How are you planning to address that issue?
  - (11) Metroparks is planning a pedestrian trail to create access to Whiskey Island using the Willow Ave. Bridge. How is that project being considered?
  - (12) Have you done a traffic study? Will you?
  - (13) Is there a plan for an environmental study/review?
  - (14) Can you tell us how you have been collaborating with NOACA regarding air quality issues?
  - (15) How many trucks will be using this bridge regularly?
    - (a) Can that number be reduced?
    - (b) Do any of these options limit the number of trucks coming into the neighborhood?
  - (16) I see that you noted bat habitats and wetlands on these maps. Why are they noted?
  - (17) What is going to happen as a result of this feedback?
- 
-

## Marinucci, Angela

---

**From:** Sean E. McDermott <sem1@clevelandmetroparks.com>  
**Sent:** Friday, November 8, 2019 1:18 PM  
**To:** Woodring, Mike; Marinucci, Angela; Larry Ho; DeRosa, James D.; Rob Mavec; Andy Cross; Anthony Santora; Marka Fields; Richard Barga (rbarga@city.cleveland.oh.us); David Ebersole (debersole@city.cleveland.oh.us); Tammy M. Oliver; Sara B. Maier; Isaac D. Smith; Kyle G. Baker  
**Cc:** PE Richard Switalski (RSwitalski@city.cleveland.oh.us); Boyer, Thomas; Vargas, Eva D.; 'Ortman II, D. Richard'; NCalhoun@city.cleveland.oh.us  
**Subject:** RE: City of Cleveland - Public Meeting for the Alternative Access to South Whiskey Island Feasibility Study  
**Attachments:** 191108 CM comments on Willow Alternatives Study-signed.pdf

Mike,

In advance of the November 12<sup>th</sup> public meeting we would like to provide the attached communication. Furthermore, following the meeting we would appreciate sitting down once again to discuss the alternatives in more detail. We have some ideas that we would like to share regarding several of the alternates.

Thanks again for sharing the alternatives in advance and we will see you on Tuesday.

Sean



**Sean E. McDermott, P.E.**  
Chief Planning and Design Officer  
216-635-3258 (Office)  
440-452-8765 (Cell)  
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---

**From:** Woodring, Mike <mike.woodring@aecom.com>  
**Sent:** Friday, October 18, 2019 12:52 PM  
**To:** Sean E. McDermott <sem1@clevelandmetroparks.com>; Marinucci, Angela <Angela.Marinucci@aecom.com>; Larry Ho <LHOP.E@city.cleveland.oh.us>; DeRosa, James D. <jderosa@city.cleveland.oh.us>; Rob Mavec <RMavec@city.cleveland.oh.us>; Andy Cross <ACross@city.cleveland.oh.us>; Anthony Santora <ASantora@city.cleveland.oh.us>; Marka Fields <MFields@city.cleveland.oh.us>; Richard Barga (rbarga@city.cleveland.oh.us) <rbarga@city.cleveland.oh.us>; David Ebersole (debersole@city.cleveland.oh.us) <debersole@city.cleveland.oh.us>; Tammy M. Oliver <tmo@clevelandmetroparks.com>; Sara B. Maier <sbm@clevelandmetroparks.com>; Isaac D. Smith <ids@clevelandmetroparks.com>; Kyle G. Baker <kgb@clevelandmetroparks.com>  
**Cc:** PE Richard Switalski (RSwitalski@city.cleveland.oh.us) <RSwitalski@city.cleveland.oh.us>; Boyer, Thomas <tboyer@city.cleveland.oh.us>; Vargas, Eva D. <EVargas@city.cleveland.oh.us>; 'Ortman II, D. Richard' <DOrtmanII@city.cleveland.oh.us>; NCalhoun@city.cleveland.oh.us  
**Subject:** RE: City of Cleveland - Public Meeting for the Alternative Access to South Whiskey Island Feasibility Study

Dear Mr. McDermott:

At the public meeting (again scheduled for 11/12/19), we will be presenting 5 alternatives. Attached is an overview exhibit of each alternative, per your request.

The 5 Alternatives are as follows:

- Existing Willow Lift Bridge Rehabilitation
- New Lift Bridge Adjacent to Existing
- New Bascule Bridge at Mulberry Ave.
- New Fixed Bridge at W. 45<sup>th</sup> St.
- New Fixed Bridge at State St.

We look forward to receiving your comments and thoughts on these alternatives. Your input, other stakeholder input, and the public's input will be taken into account in the selection of the preferred alternative.

Sincerely,

**Michael A. Woodring**, PE, CPESC  
 Roadway Manager, Ohio  
 D (330) 800-2782  
 D (216) 523-6610  
 C (234) 312-7664  
[mike.woodring@aecom.com](mailto:mike.woodring@aecom.com)

**AECOM**  
**Columbus / Cleveland / Cincinnati / Akron**

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**From:** Sean E. McDermott <[sem1@clevelandmetroparks.com](mailto:sem1@clevelandmetroparks.com)>  
**Sent:** Monday, October 14, 2019 1:15 PM  
**To:** Marinucci, Angela <[Angela.Marinucci@aecom.com](mailto:Angela.Marinucci@aecom.com)>; Larry Ho <[LHOP.E@city.cleveland.oh.us](mailto:LHOP.E@city.cleveland.oh.us)>; DeRosa, James D. <[jderosa@city.cleveland.oh.us](mailto:jderosa@city.cleveland.oh.us)>; Rob Mavec <[RMavec@city.cleveland.oh.us](mailto:RMavec@city.cleveland.oh.us)>; Andy Cross <[ACross@city.cleveland.oh.us](mailto:ACross@city.cleveland.oh.us)>; Anthony Santora <[ASantora@city.cleveland.oh.us](mailto:ASantora@city.cleveland.oh.us)>; Marka Fields <[MFields@city.cleveland.oh.us](mailto:MFields@city.cleveland.oh.us)>; Richard Barga (<[rbarga@city.cleveland.oh.us](mailto:rbarga@city.cleveland.oh.us)> <[rbarga@city.cleveland.oh.us](mailto:rbarga@city.cleveland.oh.us)>); David Ebersole (<[debersole@city.cleveland.oh.us](mailto:debersole@city.cleveland.oh.us)> <[debersole@city.cleveland.oh.us](mailto:debersole@city.cleveland.oh.us)>); Tammy M. Oliver <[tmo@clevelandmetroparks.com](mailto:tmo@clevelandmetroparks.com)>; Sara B. Maier <[sbm@clevelandmetroparks.com](mailto:sbm@clevelandmetroparks.com)>; Isaac D. Smith <[ids@clevelandmetroparks.com](mailto:ids@clevelandmetroparks.com)>; Kyle G. Baker <[kgb@clevelandmetroparks.com](mailto:kgb@clevelandmetroparks.com)>  
**Cc:** Woodring, Mike <[mike.woodring@aecom.com](mailto:mike.woodring@aecom.com)>; PE Richard Switalski (<[RSwitalski@city.cleveland.oh.us](mailto:RSwitalski@city.cleveland.oh.us)> <[RSwitalski@city.cleveland.oh.us](mailto:RSwitalski@city.cleveland.oh.us)>); Boyer, Thomas <[tboyer@city.cleveland.oh.us](mailto:tboyer@city.cleveland.oh.us)>; Vargas, Eva D. <[EVargas@city.cleveland.oh.us](mailto:EVargas@city.cleveland.oh.us)>; 'Ortman II, D. Richard' <[DOrtmanII@city.cleveland.oh.us](mailto:DOrtmanII@city.cleveland.oh.us)>; [NCalhoun@city.cleveland.oh.us](mailto:NCalhoun@city.cleveland.oh.us)  
**Subject:** RE: City of Cleveland - Public Meeting for the Alternative Access to South Whiskey Island Feasibility Study

Angela,

Thanks for the advance notice and for including Metroparks as a stakeholder. Could we please receive the alternatives to be presented in advance of the meeting?

Sean



**Sean E. McDermott, P.E.**  
 Chief Planning and Design Officer  
 216-635-3258 (Office)  
 440-452-8765 (Cell)  
[clevelandmetroparks.com](http://clevelandmetroparks.com)



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**From:** Marinucci, Angela <[Angela.Marinucci@aecom.com](mailto:Angela.Marinucci@aecom.com)>

**Sent:** Monday, October 14, 2019 12:09 PM

**To:** Larry Ho <[LHOP.E@city.cleveland.oh.us](mailto:LHOP.E@city.cleveland.oh.us)>; DeRosa, James D. <[jderosa@city.cleveland.oh.us](mailto:jderosa@city.cleveland.oh.us)>; Rob Mavec <[RMavec@city.cleveland.oh.us](mailto:RMavec@city.cleveland.oh.us)>; Andy Cross <[ACross@city.cleveland.oh.us](mailto:ACross@city.cleveland.oh.us)>; Chambers, Eldridge W. <[Eldridge.Chambers@nscorp.com](mailto:Eldridge.Chambers@nscorp.com)>; Katrancha, Aaron D <[Aaron.Katrancha@nscorp.com](mailto:Aaron.Katrancha@nscorp.com)>; Soloman.Jackson@nscorp.com; Allen, Jeff. 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**Cc:** Woodring, Mike <[mike.woodring@aecom.com](mailto:mike.woodring@aecom.com)>; PE Richard Switalski (<[RSwitalski@city.cleveland.oh.us](mailto:RSwitalski@city.cleveland.oh.us)> <[RSwitalski@city.cleveland.oh.us](mailto:RSwitalski@city.cleveland.oh.us)>; Boyer, Thomas <[tboyer@city.cleveland.oh.us](mailto:tboyer@city.cleveland.oh.us)>; Vargas, Eva D. <[EVargas@city.cleveland.oh.us](mailto:EVargas@city.cleveland.oh.us)>; 'Ortman II, D. Richard' <[DOrtmanII@city.cleveland.oh.us](mailto:DOrtmanII@city.cleveland.oh.us)>; <[NCalhoun@city.cleveland.oh.us](mailto:NCalhoun@city.cleveland.oh.us)>; David L. Bennett <[dbennett@dlbennettco.com](mailto:dbennett@dlbennettco.com)>

**Subject:** City of Cleveland - Public Meeting for the Alternative Access to South Whiskey Island Feasibility Study

Good Afternoon All:

You are receiving this email because you were listed as a contact during the course of the Alternative Access to South Whiskey Island Feasibility Study.

The Public Meeting for this feasibility study has been set for Tuesday, November 12, 2019. The meeting will be held at St. Paul's Community Church (4427 Franklin Blvd, Cleveland, OH 44113) and will begin at 6 PM. Please find the Public Meeting Invite attached for all the details.

We look forward to seeing you there.

Sincerely,

**Angie Marinucci, PE**  
Project Manager, Transportation  
D (216) 523-2140  
C (937) 623-8237  
[angela.marinucci@aecom.com](mailto:angela.marinucci@aecom.com)

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November 8, 2019

Michael A. Woodring, PE, CPESC  
Roadway Manager, Ohio  
AECOM  
1300 East 9<sup>th</sup> St., Suite 500  
Cleveland, OH 44114

Re: Alternative Access to South Whiskey Island Feasibility Study Comments

Dear Mr. Woodring,

Thank you for providing the five alternatives that were developed as part of the Alternative Access to South Whiskey Island Feasibility Study in advance of the public meeting scheduled for November 12, 2019. Cleveland Metroparks appreciates the opportunity to review and provide the following comments as part of the project's intergovernmental review. Also, we appreciate AECOM spending time with Cleveland Metroparks on September 18<sup>th</sup> and December 3<sup>rd</sup> of 2018 to understand the needs and perspective of the Park District.

As you know, Cleveland Metroparks was awarded Transportation Investment Generating Economic Recovery (TIGER) funding from the US Department of Transportation (US DOT) for the Re-Connecting Cleveland project in July 2016. The TIGER project is being used to build a suite of five interconnected trail projects, including the Wendy Park Bridge, which begins construction late this year and will open in early 2021. Cleveland Metroparks used as guiding documents for its TIGER grant application a number of City of Cleveland sponsored or supported planning studies and community plans, most notably the 2004 Cleveland Waterfront District Plan. These approved plans have been the foundation for much of the work Cleveland Metroparks has initiated in the last decade to develop trails through the Cuyahoga River Valley with the goal of connecting the river to the lakefront.

The \$25+ million investment made by Cleveland Metroparks and funding partners including US DOT, the Northeast Ohio Areawide Transportation Agency, the State of Ohio, The Trust for Public Land, LAND studio, the Cleveland Foundation, the George Gund Foundation, and the Wendy Park Foundation on the TIGER trails, Cleveland Foundation Centennial Lake Link Trail, and water taxi was predicated on the location and access the Willow Street Bridge provides over the Old River Channel. The Wendy Park Bridge utilizes the Willow Street Bridge as a direct connection point to the larger trail network, including the completed sections of the Cleveland Foundation Centennial Lake Link Trail and the Whiskey Island Connector, which will be built along the same schedule as the Wendy Park Bridge. Cleveland Metroparks' broad comments on the alternatives are relative to the foregoing and the impact that moving access to Whiskey Island may have on the trail network and the significant improvements that are in process to provide improved active transportation and park access to neighborhood residents.

- Existing Willow Lift Bridge Rehabilitation (Alt-04)
  - This option preserves the continuity of access to the recent and planned investments in the area's trail network

- Rehabilitation should include addition of sufficient bicycle and pedestrian accommodations, ideally a 10' shared use trail added to the west side of the bridge, which would be an improvement over the existing condition
- New Lift Bridge Adjacent to Existing (Alt-15)
  - This option is the most reflective of the Cleveland Waterfront District Plan
  - This option preserves the continuity of access to the recent and planned investments in the area's trail network
  - Provided that sufficient bicycle and pedestrian accommodations are incorporated into the new bridge's design, ideally a 10' shared use trail, this would provide an improved option over the existing condition
- New Bascule Bridge at Mulberry Ave. (Alt-16)
  - While slightly longer, this option preserves the continuity of access to the recent and planned investments in the area's trail network
  - Provided that sufficient bicycle and pedestrian accommodations are incorporated into the new bridge's design, ideally as a 10' shared use trail, this would provide an improved option over the existing condition
  - Although this option results in truck traffic remaining adjacent to Lakeview Terrace further modifications to the roadway network (i.e. partial abandonment of Mulberry Ave.) could be included in the concept to direct truck traffic farther from residents while increasing available greenspace
- New Fixed Bridge at W. 45<sup>th</sup> St. (Alt-33)
  - This option would add significant length and a steep uphill grade along W.25<sup>th</sup> St. for users of the recent and planned investments in the area's trail network
  - This option elevates truck traffic upwind of prevailing wind patterns relative to residents of Lakeview Estates
  - This option would necessitate a major reconfiguration of Edgewater Parkway at W. 45<sup>th</sup> St. to enable trucks to enter and exit onto the highway. Details on how this will impact traffic flow, safety, and the Cleveland Metropolitan School District's West Side High School, opening in 2020, need to be described. Furthermore, pedestrian conflicts are now introduced unless the Cleveland Lakefront Bikeway is grade separated from the intersection
  - Plans note that the existing Willow St. Bridge will be "demolished or abandoned"; if this alternative moves forward, as part of the cost and operation of the project, the existing Willow Ave. lift bridge should be maintained in an open, locked position, and elevators should be added to both bridge towers to maintain pedestrian and bicycle access over the Old River Channel to the adjacent trail investments and to the lakefront
- New Fixed Bridge at State St. (Alt-36)
  - This option would add significant length and a steep uphill grade along W.25<sup>th</sup> St. for users of the recent and planned investments in the area's trail network
  - This option pushes truck traffic upwind of prevailing wind patterns relative to residents of Lakeview Estates and routes trucks next to a highly populated neighborhood
  - Plans note that the existing Willow St. Bridge will be "demolished or abandoned"; if this alternative moves forward, as part of the cost and operation of the project, the existing Willow Ave. lift bridge should be maintained in an open, locked position, and elevators should be added to both bridge towers to maintain pedestrian and bicycle access over the Old River Channel to the adjacent trail investments and to the lakefront

It is important to weigh among the costs and benefits of this alternatives analysis the severe negative impact that removing a logical connection between the northern terminus of the Cleveland Foundation Centennial Lake Link Trail and the Wendy Park Bridge will have on the active transportation network in the city of Cleveland, along with the vehicular and freight impact of the loss or relocation of this piece of infrastructure recognized as critical to the National Highway System. Furthermore, without consideration of a seamless and direct pedestrian connection to and from the lakefront, the ability for riders on the 101-mile Towpath Trail, the final stage of which will be completed in 2021, to continue to the lakefront at Wendy Park will be lost.

Cleveland Metroparks appreciates the thoughtful analysis that AECOM has demonstrated thusfar on this project and the opportunity to comment. We appreciate the need for thorough study of options to replace a critical piece of expensive infrastructure and welcome the opportunity to discuss the options in more detail to help arrive at the alternative that best balances the needs for the entire community. We look forward to talking with you in more detail at your earliest convenience after the public meeting.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sean E. McDermott', with a long horizontal flourish extending to the right.

Sean E. McDermott, P.E.  
Chief Planning and Design Officer

cc: Brian M. Zimmerman, Chief Executive Officer, Cleveland Metroparks  
Angie Marinucci, PE, Project Manager, Transportation, AECOM  
Matthew L. Spronz, P.E., PMP, Director, Mayor's Office of Capital Projects, City of Cleveland  
Richard J. Switalski, P.E., Administration Bureau Manager, Engineering & Construction, City of Cleveland

## Marinucci, Angela

---

**From:** Vargas, Eva D. <EVargas@city.cleveland.oh.us>  
**Sent:** Friday, November 8, 2019 12:26 PM  
**To:** Hirzel, Christopher; Woodring, Mike; Marinucci, Angela  
**Cc:** Ibos, Michael; Bonner, Robert; Chwalik, Steve; Barton, Rich; Jackson, Bernie; Ferguson, James; Fenos, Mike; Gnall, Christopher; Egan, John; Ortman II, D. Richard; Boyer, Thomas  
**Subject:** RE: (2019-11-07) South Whiskey Island Access Study

Hi Chris: Thanks for reviewing the information and for providing your comments.

Mike, Angie: Please include CPP's comments in the evaluation process.

Thanks,  
Eva

**Eva D. Vargas, PE, AICP**  
Project Engineer  
Mayor's Office of Capital Projects, E&C  
Office: 216 664-2971  
[evargas@city.cleveland.oh.us](mailto:evargas@city.cleveland.oh.us)

---

**From:** Hirzel, Christopher [mailto:chirzel@CPP.ORG]  
**Sent:** Thursday, November 07, 2019 7:46 PM  
**To:** Vargas, Eva D.  
**Cc:** Ibos, Michael; Bonner, Robert; Chwalik, Steve; Barton, Rich; Jackson, Bernie; Ferguson, James; Fenos, Mike; Gnall, Christopher; Egan, John  
**Subject:** (2019-11-07) South Whiskey Island Access Study

Ms. Vargas,

Whiskey Island Alt-33, the option with the fixed bridge at West 45<sup>th</sup> Street appears by far the most disruptive to CPP infrastructure and therefore scares me.

Since Alt-33 is so close to the CPP Division Substation, CPP has a large amount of underground primary distribution infrastructure that would appear to be impacted by this option.

If the aforementioned Alt-33 impacts the existing CPP 138kV pipe-type cable transmission lines, then it would likely become the least feasible option or possibly not an option at all.

Please keep this in mind while considering and discussing the Whiskey Island access options.

Thank You Very Much & Have a Wonderfully Blessed Day!

Christopher M. Hirzel, P.E. P.S.  
Cleveland Public Power (CPP)  
1300 Lakeside Avenue, Room 152  
Cleveland, Ohio 44114-1135  
(216) 563-7212 direct  
(216) 664-3922 ext. 76115  
(216) 664-2972 fax  
[chirzel@cpp.org](mailto:chirzel@cpp.org)



---

**From:** Vargas, Eva D.  
**Sent:** Friday, October 18, 2019 1:35 PM  
**To:** Hirzel, Christopher  
**Subject:** South Whiskey Island Access Study

Hi Chris,

The five alternatives being considered in the South Whiskey Island Access Study will be presented at a public meeting on November 12<sup>th</sup>. The meeting invitation, a project fact sheet, and exhibits showing each alternative are attached.

Please let us know if you have any questions or comments, or need any additional information.

Thanks,  
Eva

**Eva D. Vargas, PE, AICP**  
Project Engineer

**City of Cleveland**  
Mayor's Office of Capital Projects (MOCAP)  
Division of Engineering & Construction  
601 Lakeside Ave. Rm. 518  
Cleveland, OH 44114  
Office: 216 664-2971, Fax: 216 664-2289  
[evargas@city.cleveland.oh.us](mailto:evargas@city.cleveland.oh.us)

## Marinucci, Angela

---

**From:** Vargas, Eva D. <EVargas@city.cleveland.oh.us>  
**Sent:** Monday, November 11, 2019 2:29 PM  
**To:** 'Eric Oberg'  
**Cc:** Woodring, Mike; Marinucci, Angela; Switalski, Richard; Ortman II, D. Richard; Boyer, Thomas  
**Subject:** FW: Willow Lift Bridge - RTC Comments  
**Attachments:** Willow Lift Bridge\_RTC\_LOS.pdf

Mr. Oberg:

We appreciate your taking the time to comment on our South Whiskey Island Access Study, and your comments will be included in the decision process.

Also, thank you for sharing the link to your website and the BikeAble™ tool, which is a great resource as the City considers how to grow and support its bike infrastructure.

Regards,  
Eva

**Eva D. Vargas, PE, AICP**  
Project Engineer

**City of Cleveland**  
Mayor's Office of Capital Projects (MOCAP)  
Division of Engineering & Construction  
601 Lakeside Ave. Rm. 518  
Cleveland, OH 44114  
Office: 216 664-2971, Fax: 216 664-2289  
[evargas@city.cleveland.oh.us](mailto:evargas@city.cleveland.oh.us)

---

**From:** Eric Oberg [mailto:eric@railstotrails.org]  
**Sent:** Friday, November 08, 2019 1:16 PM  
**To:** Vargas, Eva D.  
**Subject:** Willow Lift Bridge

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Ms. Vargas,

Good afternoon I hope all is well in Cleveland.

I wanted to share with you the comments I am sharing with Councilman Zone and McCormack concerning the Willow Lift Bridge. It is a superb opportunity for massively important trail connectivity.

Eric Oberg  
Director of Trail Development  
Rails-to-Trails Conservancy  
Midwest Regional Office  
716 Xenia Ave. #2  
Yellow Springs, OH 45387  
614.837.6782  
[eric@railstotrails.org](mailto:eric@railstotrails.org)

**Marinucci, Angela**

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**Subject:** AECOM and Whiskey Island project

**From:** Christopher Stocking <[christopher.stocking@gmail.com](mailto:christopher.stocking@gmail.com)>

**Date:** January 15, 2020 at 12:39:25 PM EST

**To:** Ken Sislak <[kgsislak@msn.com](mailto:kgsislak@msn.com)>

**Subject:** AECOM and Whiskey Island project

Good Afternoon Ken,

Chris from All Aboard Ohio here. I was wondering if you are involved with the AECOM Whiskey Island project that is looking at the Willow Ave bridge?

With Clevelanders for Public Transit we have worked with Lakeview residents to save the #81 bus route and many are in favor of the alternative that would build new bridge for access off the Shoreway/West 45th instead of going through Lakeview.

I wondered if you have a timeline, chances for public input or any more info you are able to share on the study.

Thanks,

Chris

METRO

# ‘A once-in-a-generation opportunity:’ Could Whiskey Island truck traffic plan fix an environmental injustice for Lakeview Terrace residents?

Updated Nov 12, 3:02 PM;  
Posted Nov 12, 5:02 AM

10

Lakeview Terrace Estates truck traffic

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By [Rachel Dissell, The Plain Dealer](#)

CLEVELAND, Ohio – Some call it one of the longest-tolerated environmental injustices in the city: Residents of Lakeview Terrace for decades have lived with as many as 1,000 trucks a day rumbling

Now there's a chance, even if a slim one, that residents of one the oldest public housing complexes in the country, could get some relief.

Cleveland officials are exploring plans to rebuild or replace the aging and unreliable Willow Avenue lift bridge, which spans the Cuyahoga river channel from the Flats to the southeast end of Whiskey Island. The bridge is a vital connector not only for trucks but also to finally extend the city's recreational trails to the lakefront.

A public meeting to vet the options and collect community feedback is scheduled Tuesday from 6 to 7:30 p.m. at St. Paul's Community Church on Franklin Avenue. The Mayor's Office of Capital Improvements will reschedule or add another meeting if inclement weather Tuesday prevents residents from attending, a city spokeswoman said.

[Click here for more information on the meeting, including free transportation options.](#)

Of five alternatives the city is exploring, one, called Alternative 33, would route 800 trucks that travel to and from Cargill Inc. Deicing Technology out of the neighborhood.

The options assembled by AECOM, an engineering firm, don't have price tags yet. Alternative 33 would undoubtedly be the most expensive because it would require creating a new connection to Whiskey Island via West 45th Street. That plan currently calls for demolishing or abandoning the Willow Avenue lift bridge, which would be unpopular with Ontario Stone Corp. and create what some see as untenable options for recreational trail users. Some have floated the idea of a two-bridge option, one that creates a new connection, in addition to rehabbing, replacing or redesigning how the Willow Avenue bridge operates. It's not clear whether the city would consider that.

Regardless, Alternative 33, would reduce daily truck traffic around Lakeview Terrace and the surrounding area by an estimated 80 percent, Tom McNair, executive director of community development corporation, Ohio City Inc., said.

Imagine any other neighborhood being expected to tolerate a truck cutting through every 17 seconds on average.

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"It wouldn't happen," he said.

Lakeview Terrace Google Earth flyover





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## Making progress

Many Lakeview Terrace residents have become so used to the conditions they keep rags in their cars to wipe the dust off their windshields that blows over from the pyramids of gravel at a nearby stone and masonry business.

Others shutter their apartment windows when the wind kicks up, even on hot summer days.

At least once, a family had to get a pediatrician's note to get relocated because their children had asthma exacerbated by the dust, said Diane Howard, a longtime resident known for her activism on behalf of the city's poor and the residents of the Cuyahoga Metropolitan Housing Authority property.

In the past few years, Howard said there have been some victories for the residents: Trucks have been routed away from the Lakeview Terrace's community center where children cross a street to get to their apartments. And, more of the rock-bearing trucks heading to and from Ontario Stone, on River Road, seem to be tarped to cut down on the spread of the gritty powder. The tarping of the trucks and the gravel mounds isn't required, but wetting of the mounds and streets is in certain weather conditions.

---

"It was a big win," Howard said. "God just kept me speaking for the kids and the residents... We are feeling a little more heard now."

The retired nurse said she'd long thought the poor air quality was contributing to breathing problems experienced by kids and elderly residents.

Particulate matter, or fine pieces of soot and dust that come from automobile and truck exhaust as well as coal-burning power plants, ships and trains, is considered one of the most harmful form of air pollution because it can bypass the body's defenses and be inhaled deeply into the lungs.

Both truck traffic and diesel particulate matter in the area around Lakeview are in the worst 95 to 100th percentile, as measured by EJ Screen, the U.S. EPA Environmental Justice screening and mapping tool.



This map, captured from the U.S. EPA's EJSCREEN mapping tool, shows the that level of diesel particulate matter in the air is in the 95th to 100th percentile compared nationally.

The Cleveland department of public health does not monitor air quality around Lakeview Terrace, a city spokeswoman said.

But it wasn't until recent years, Howard said, with the support of Ohio City Inc. and community engagement organizer Whitney Long Jones and Councilman Kerry McCormack, that changes started to happen.

### Building connections

McNair said a push to improve the environmental conditions at Lakeview Terrace coincided with efforts to address the fallout of a nearly 80-year-old mistake: walling off the housing complex from the rest of the neighborhood.

Not long after the cluster of 53 buildings opened in 1937, Buckley Boulevard, now the West Shoreway, was expanded and the Main Avenue Bridge was constructed to ease traffic congestion from the growing western suburbs. The move hemmed in Lakeview Terrace in a way that segregated residents of the apartments, and later the 19-story tower constructed in the 1970s, from the rest of Ohio City.

Residents had a view of Lake Erie, which they couldn't access, to the north and a 620-foot curved retaining wall to the south.

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As the W. 25th Street corridor came to life over the past 10 years, with breweries and restaurants and most recently posh-looking apartment buildings, that disconnect became even more stark.

When a real estate developer announced plans in 2014 to build hundreds of new apartments and new retail space near West 25th Street and Detroit Avenue, there wasn't even a navigable sidewalk leading to Lakeview Terrace, just a well-worn gravel path.

At the time, McNair, newly named to head the community development corporation and McCormack, an organizer, were concerned that impending development, and some worrisome early Ohio Department of Transportation traffic designs for the on-and off-ramps at West 28th and West 25th streets, would only amplify the separation.

But with community pressure and support from Cleveland officials and Snavely Group, the developer, McNair said, the area was redesigned with additional lighting and a pocket park and a more pedestrian-friendly walkway, especially for residents of the low-income Lakeview Terrace apartments.

"We weren't going to get the wall torn down," McNair said. "But it was better than it would have been."

The community agency also doubled down on efforts to engage more with residents.

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In 2015, it started Ohio City Spring Jam, where kids from Lakeview spent Spring Break as tourists in their own neighborhood — checking out the libraries and Mitchell’s Ice Cream.

At one of the first sessions McNair asked the kids a simple question: Where do you live? Not a single one said Ohio City.

Ohio City Inc. also started working on that connection by listening to residents, who said they wanted more public art. In 2016, they worked with Cleveland Public Theater’s Brick City program and [Brazilian muralist Ananda Nahu to create and paint one of the largest murals in Ohio](#). Now when residents look south, they see a colorful reflection of the children from their own community.



The Plain Dealer

Brazilian artist Ananda Nahu works on the mural at Lakeview Terrace Estates. (Gus Chan / The Plain Dealer)

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This fall, with grants from outdoor apparel maker L.L. Bean and help from The Trust for Public Land, more than a dozen trees were planted at Lakeview and residents were selected to care for them. Young residents also worked with Cleveland artist Glen Infante to paint the refurbished basketball court with a design that was a nod to the desire for connection with the surrounding neighborhood.

In 2017, Ohio City Inc. formed a community engagement committee, which Howard joined.

### Attention to air quality

Howard had lifted up the air quality issue for years. Other residents had been bringing it up since at least the 1990s.

But for the first time Howard could recall, the concerns were getting some traction.

It has been a process to build trust with residents and to help them understand that reporting environmental concerns, filing complaints with the city, can result in action, Jones, who replaced McCormack as an organizer said. To let them know, “you have more power than you realize.”

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But if they don’t see results, she said, “eventually they are going to stop trying.”

At a public meeting last year, Cleveland health department and local EPA officials heard from the residents and shared the process for making official air quality complaints. Since May 2018, residents have filed more than 50, Jones said.

Residents have seen the streets being watered down more consistently and, sometimes, the gravel mounds being sprayed, she said.

Ontario Stone Vice President Marc Barricelli said the company understands the legitimate air quality concerns and has done what it can to respond and has followed EPA and air quality requirements to wet down streets and clean up rocks and debris in the area.





“When key decisions are on the table that could affect an environmental injustice,” McCormack said. “sometimes you have to put your money where your mouth is.”

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## Around the web

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# SUNDAY PLAIN DEALER

COMMENTARY TAMIR RICE, FIVE YEARS LATER

## Our racism killed Tamir Rice.

Now it's time to do right by his legacy.



Protesters rally on Nov. 24, 2014, two days after police shot 12-year-old Tamir Rice. Lisa DeJong, The Plain Dealer

Leila Atassi latassi@cleveland.com

The gazebo, under which 12-year-old Tamir Rice was gunned down by a Cleveland police officer five years ago, now commemorates that tragedy from its temporary home on the grounds of an art museum in Chicago — nearly 350 miles away.

That's how far we had to send it to escape facing what it symbolizes. The unthinkable death of a young Black boy, who had been playing with a pellet gun, shot within seconds of a white rookie patrolman's arrival. Surveillance footage captured it all, frame by excruciating frame. Tamir, one minute tossing snowballs on the sidewalk, the next minute bleeding out in the snowy grass without medical attention. If you're human, that video made something inside you buckle and break.

It was Cleveland's most shameful moment, when the terrible headlines from Ferguson, Missouri and New York City had found us, too. We were the nadir in the perennial story of police violence against Black Americans.

And just like every high-profile police shooting of this past decade, Tamir's slaying became a painful source of division and contempt, as a grand jury declined to indict the officer who pulled the trigger, and the police union spent its resources vilifying a 12-year-old boy.

So whatever sense of humanity Tamir's death might have evoked in us as a city, we buried it deep, deep below the level where catharsis, or even reckoning, is possible.

We made no room for the gazebo, let alone healing or justice. We made no room for Tamir.

Five years later, it should be no surprise to find that wound still raw in Cleveland, given how little we've tended to it. Certainly it can be argued that Tamir's death propelled police reform efforts that might have faced more resistance had Cleveland not been the home of one of America's youngest casualties of the use of deadly force.

But our healing as a city depends on more than a set of reforms forced upon the police by a federal consent decree. It depends on whether we can finally acknowledge the injustice and racism that violently cut Tamir's life short.



Stuffed animals from a memorial for Tamir Rice on the lawn near the Cudell Recreation Center in Cleveland in 2014. Jordan Gonzalez, AFP via Getty Images

**Whatever sense of humanity Tamir's death might have evoked in us as a city, we buried it deep, deep below the level where catharsis, or even reckoning, is possible.**

### Hometown Heroes

How entrepreneurs are improving lives in our city and beyond. Section S

### Buckeyes roll over Rutgers

Still undefeated, Ohio State's true tests coming up. Sports

### ENVIRONMENTAL IMPACT

## A once-in-a-generation opportunity for Lakeview

Rachel Dissell rdissell@plained.com

Some call it one of the longest-tolerated environmental injustices in the city: Residents of Lakeview Terrace, for decades, have lived with as many as 1,000 trucks a day rumbling through their Ohio City neighborhood, belching exhaust and stirring up dust that accumulates on their cars, window sills and deep in their lungs.

Now there's a chance that residents of one the oldest public housing complexes in the country could get some relief.

Cleveland officials are exploring the best way for trucks, bikes and pedestrians to access the southeast end of Whiskey Island as the Willow Avenue lift bridge, constructed in 1964, comes to an end.

As it has deteriorated, the bridge has become unreliable for the businesses that depend on it, and in recent years it has cost the city more than \$9.8 million in emergency repairs, according to Mike Woodring, who works for AECOM, an engineering consultant hired by the city.

SEE LAKEVIEW, A20

### OPIOID EPIDEMIC

## Prescriptions drop while OD deaths increase

John Caniglia jcaniglia@plained.com

In the days leading up to the nation's first major opioid trial last month in U.S. District Court in Cleveland, lawyers for the pharmaceutical industry fought to keep Travis Bornstein off the witness stand.

They didn't want a jury to hear how Bornstein's son, Tyler, a former college golfer and high school honors student from Uniontown, became addicted to painkillers after two surgeries, and died of an overdose of heroin laced with fentanyl. He was 23.

"The overprescribing of opioids has led to the worst drug epidemic in the history of our country," Bornstein, the president of Teamsters Local 24 in Akron, said. "You don't need 40 Vicodin when you get a wisdom tooth pulled."

Bornstein never testified, as attorneys brokered a last-minute, \$260 million settlement. His son's death, however, underscores a broader trend in Ohio's medical



# Lakeview

FROM A1

At least one of the plans under consideration offers what Tom McNair, executive director of Ohio City Inc, called “a once-in-a-generation opportunity to right a huge wrong” by routing about 80 percent of the truck traffic from the area around Lakeview Terrace.

Residents, business owners and recreationalists packed the sanctuary at St. Paul’s Community Church on Franklin Avenue this week to get a first look at the five plans, whittled down from 36.

Woodring said a final decision could be years away.

The city and its consultants didn’t share preliminary cost estimates but said the choice won’t be made solely on cost, he said. The remaining plans will be evaluated, Goodring said, based on safety, addressing all modes of transportation, environmental impacts, project costs, and implications to businesses and neighbors.

“We’re still in the early stages,” Goodring said. “We’re here to get your feedback. ... We’re here to listen.”

Finding a solution, though, is a quandary that pits Cleveland’s industrial roots against its future aspirations.

Councilmen Matt Zone and Kerry McCormack both said juggling issues raised by the lack of past planning and the current mix of housing and industry in the area is difficult.

“Our city was built out 200 years ago,” Zone said. “It was not built for this.”

Regardless, decisions made now will have generation-long effects, McCormack said, which is why community input matters.

## MAKING PROGRESS

Many Lakeview Terrace residents, who pay a portion of their income toward rent, have become so used to the environmental conditions that they keep rags in their cars to wipe the dust that blows over from the pyramids of gravel at a nearby stone and masonry business off their windshields.

Others shutter their apartment windows when the wind kicks up, even on hot summer days.

At least once, a family had to get a pediatrician’s note to get relocated because their children had asthma exacerbated by the dust, said Diane Howard, a longtime resident known for her activism on behalf of the city’s poor and the residents of the Cuyahoga Metropolitan Housing Authority property.

In the past few years, Howard said, there have been some victories for the residents: Trucks have been routed away from the Lakeview Terrace’s community center, where children cross a street to get to their apartments. And more of the rock-bearing trucks heading to and from Ontario Stone, on River Road, seem to be tarped to cut down on the spread of the gritty powder. “It was a big win,” Howard said. “God just kept me speaking for the kids and the residents. ... We are feeling a little more heard now.”

The retired nurse said she’d long thought the poor air quality was contributing to breathing problems experienced by kids and elderly residents.

Particulate matter, or fine pieces of soot and dust, that comes from automobile and truck exhaust, as well as coal-burning power plants, ships and trains, is considered one of the most harmful forms of air pollution because it can bypass the body’s defenses and be inhaled deeply into the lungs. Both truck traffic and diesel particulate matter in the area around Lakeview are in the worst 95th to 100th percentile, as measured by EJ Screen, the U.S. EPA Environmental Justice screening and mapping tool.

The Cleveland department of public health does not monitor air quality around Lakeview Terrace, a city spokeswoman said.

Cleveland and its consultants have not yet looked at specific environmental impacts of the five plans.

In narrowing the options, they identified what air quality data is available, but they haven’t requested or reviewed data collected by other agencies, like the Ohio EPA, said Rick



**Traffic makes its way over the Whiskey Island lift bridge on a Friday afternoon. Approximately 1,000 semis make their way to Ontario Stone and Cargill daily.** Gus Chan, The Plain Dealer

Switalski, an engineer in the city’s office of Capital Projects.

At the meeting on Tuesday night, Katherine Thorpe, a mother who lives with her three children, ages, 10, 7 and 1, in an apartment near W. 25th Street and Mulberry Avenue, said she constantly battles the dust, which exacerbates her son’s asthma.

Thorpe lives close to the route of trucks carrying rocks and gravel to and from Ontario Stone. She’s also close to where the company, which has operated in the area since the 1960s, stacks gravel.

Thorpe is in favor of any plan that removes trucks from her neighborhood.

Ontario Stone Vice President Marc Barricelli said that even if the city selected a plan that would reroute the lion’s share of the trucks, containing all of the dust was an impossibility. A significant amount of truck traffic would still need to access company land along the river.

Barricelli said the company wants to be a good neighbor and does comply with environmental regulations. “There’s only so much containment that can be done around a limestone quarry,” he said.

However, in May 2018, Ontario Stone received a Notice of Violation from the city citing large amounts of material deposited on city streets; five years of missing load-in and load-out inspections records, as well as missing records for measuring wind erosion on storage piles.

The city confirmed that the company resolved the violations.

Businesses in the affected area, including Cargill Deicing Technology, which mines salt from under Lake Erie, employ hundreds of people in the community, said Switalski.

“I don’t want to make the industries who are down there the enemy,” he said.

But resident’s concerns aren’t that they hate the companies, said Whitney Long Jones, an organizer with Ohio City Inc. The concerns are that their babies are developing asthma.



**Residents, some of them wearing dust masks to protest the excessive dust in their neighborhood, get an overview of five plans to connect truck and recreational traffic to southeast Whiskey Island during a community meeting Tuesday at St. Paul’s Community Church.** Rachel Dissell, The Plain Dealer

## ADDRESSING MULTIPLE ISSUES

The push to improve the environmental conditions at Lakeview Terrace coincided with efforts to address the fallout of a nearly 80-year-old mistake: walling off the housing complex from the rest of the neighborhood, said Tom McNair, executive director of Ohio City Inc.

Not long after the cluster of 53 buildings opened in 1937, Buckley Boulevard, now the West Shoreway, was expanded and the Main Avenue Bridge was constructed to ease traffic congestion from the growing western suburbs. The move hemmed in Lakeview Terrace in a way that segregated residents of the apartments, and later the 19-story tower constructed in the 1970s, from the rest of Ohio City.

Residents had a view of Lake Erie, which they couldn’t access, to the north, and a 620-foot curved retaining wall to the south.

As the West 25th Street corridor came to life over the past 10 years, with breweries and restaurants and most recently posh-looking apartment buildings, that disconnect became even more stark.

When a real estate developer announced plans in 2014 to build hundreds of new apartments and new retail space near West 25th Street and Detroit Avenue, there was only a well-worn gravel path leading to Lakeview Terrace.

McNair, newly named to head the community development corporation, and McCormack, then an organizer, were concerned that impending development, and some worrisome early Ohio Department of Transportation traffic designs for the on- and off-ramps at West 28th and West 25th streets, would only amplify the separation.

With community pressure and support from Cleveland officials and Snively Group, the developer, McNair said, the area was redesigned with additional lighting, a pocket park and a more pedestrian-friendly walkway, especially for residents of Lakeview Terrace.

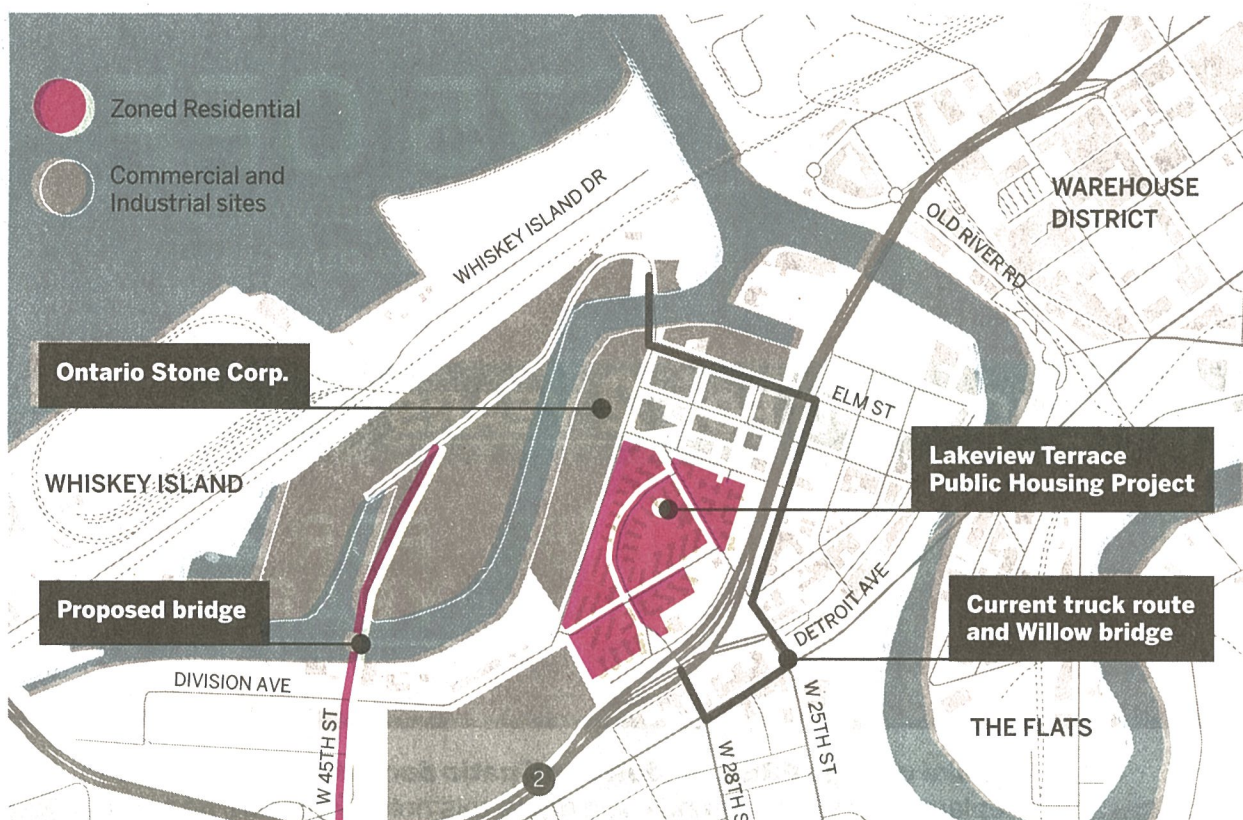
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The community development agency also supported residents’ desire for more public art. In 2016, they worked with

## Lakeview Terrace and bridge proposal





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Residents had a view of Lake Erie, which they couldn’t access, to the north, and a 620-foot curved retaining wall to the south.

As the West 25th Street corridor came to life over the past 10 years, with breweries and restaurants and most recently posh-looking apartment buildings, that disconnect became even more stark.

When a real estate developer announced plans in 2014 to build hundreds of new apartments and new retail space near West 25th Street and Detroit Avenue, there was only a well-worn gravel path leading to Lakeview Terrace.

McNair, newly named to head the community development corporation, and McCormack, then an organizer, were concerned that impending development, and some worrisome early Ohio Department of Transportation traffic designs for the on- and off-ramps at West 28th and West 25th streets, would only amplify the separation.

With community pressure and support from Cleveland officials and Snively Group, the developer, McNair said, the area was redesigned with additional lighting, a pocket park and a more pedestrian-friendly walkway, especially for residents of Lakeview Terrace.

“We weren’t going to get the wall torn down,” McNair said. “But it was better than it would have been.”

The community agency also doubled down on efforts to engage more with residents.

In 2015, it started Ohio City Spring Jam, where kids from Lakeview spent Spring Break as tourists in their own neighborhood — checking out the libraries and Mitchell’s Ice Cream.

The community development agency also supported residents’ desire for more public art. In 2016, they worked with Cleveland Public Theater’s Brick City program and Brazilian muralist Ananda Nahu to create and paint one of the largest murals in Ohio. Now when residents look south, they see a colorful reflection of the children from their own community.

In 2017, Ohio City Inc. formed a community engagement committee, which Howard joined.

Building trust with residents and helping them understand that consistently reporting environmental concerns has been a process, said Jones. To let them know, “you have more power than you realize.”

At a public meeting last year, Cleveland health department and local EPA officials shared the process for making official air quality complaints. Since May 2018, residents have filed more than 50, Jones said.

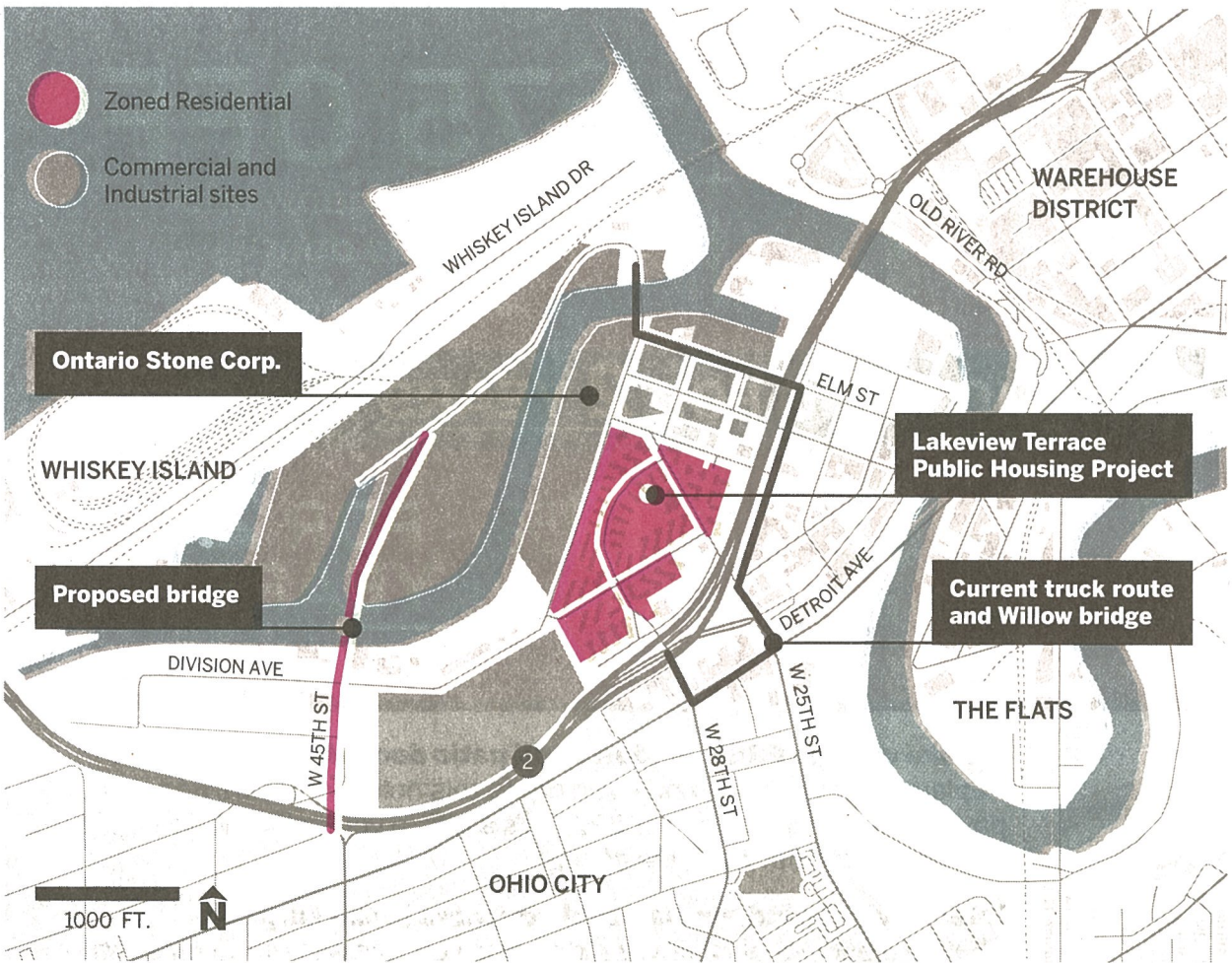
Residents have since noticed the streets being watered down more consistently and, sometimes, the gravel mounds being sprayed, Jones said.

McNair is optimistic that support can be rallied for a plan that will accommodate important businesses, like Cargill and Ontario Stone, foster the use of bike and pedestrian paths, like the Cleveland Foundation Centennial Lake Link Trail, and improve safety and health of future generations of Lakeview Terrace residents.

The discussion, McCormack said, comes at a time when many in Cleveland are speaking about the importance of equity and inclusion of all residents. He supports better conditions for Lakeview Terrace residents, he said.

“When key decisions are on the table that could affect an environmental injustice,” McCormack said, “sometimes you have to put your money where your mouth is.”

#### Lakeview Terrace and bridge proposal



*Advance Local Graphic. Source: maps4news*

## Bridge options under consideration

**Rachel Dissell** [rdissell@plained.com](mailto:rdissell@plained.com)

The options for a new or refurbished bridge to route traffic to the southeast end of Whiskey Island have been narrowed from 36 to 5:

- Rehabilitating the Willow Avenue lift bridge, which might be less expensive in the short-term, but has higher long-term costs for maintaining and operating the bridge, which has to be lifted for ships and boats as many as 20 times a day.
- Building a new lift bridge 90 feet to the east of the existing bridge and abandoning or demolishing the current bridge. This option also included higher long-term operating costs.
- Constructing a new Bascule bridge with two “leafs” that would open to let ships and boats through. That style of bridge would be constructed over a narrow part of the Cuyahoga River channel near Mulberry Avenue, where

the Cleveland Foundation Centennial Trail Lake Link currently ends. It would require an operator, which is a higher continuing cost, but would line up with the Metroparks planned Wendy Park Bridge.

- Build a new fixed bridge at W. 45th Street, which aligns with the Shoreway ramp at that location. That bridge would allow for enough clearance for ships and boats. Trucks could access it from the Shoreway, and it could accommodate the bike route. It would not have the same long-term operational costs of a lift or Bascule bridge. It would require a four-way intersection with a traffic signal at West 45th Street.
- Construct a new fixed bridge at what was formerly State Street. A fixed bridge has a longer life because it doesn’t move. Bikes, pedestrians and trucks would access the bridge from Washington Avenue.



[NEWS](#)

## Whiskey Island truck traffic decision a ‘quandary’ as planners consider business, recreation and residents needs and concerns

Today 8:51 AM



More than 100 Ohio City and Detroit Shoreway residents, along with business owners and bicycling advocates, packed a meeting at St. Paul's Community Church on Franklin Avenue Tuesday to discuss plans for future truck traffic to Whiskey Island.

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By [Rachel Dissell, The Plain Dealer](#)

CLEVELAND, Ohio – In a packed sanctuary at St. Paul's Community Church in Ohio City Tuesday night, residents, business owners and recreationalists wrestled with solving a problem that pits Cleveland's industrial roots against its future aspirations.

The public meeting was a first look for more than 100 residents at five options, narrowed down from 36, for getting truck, bike and pedestrian traffic of Whiskey Island.

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*Read about each of the five options at the bottom of the story.*

The Willow Avenue lift bridge, which carries trucks and shepherds ships through the river channel, was built in 1964 and is coming to the end of its useful life, Rick Switalski, a city engineer explained.

As the bridge has deteriorated, it has become unreliable for the businesses that depend on it, and in recent years it has cost the city more than \$9.8 million in emergency repairs, Mike Woodring, who works for AECOM, an engineering consultant hired by the city, said.

AECOM considered three things in whittling down the feasible plans, according to its presentation.

Each option had to:

- Meet the purpose and the need of the project
- Have support from Norfolk & Southern Railroad
- Allow continued access to Whiskey Island while the alternative was being constructed

Beyond that, Goodring said, nothing has been determined and final decision could be years away. The city and consultants said they didn't have preliminary cost estimates to share, and that the decision would not be based solely on cost.

“We’re still in the early stages.” Goodring said. “We’re here to get your feedback....We’re here to listen”

The remaining plans will be evaluated, he said, based on safety, addressing all modes of transportation, environmental impacts, project costs, and implications to businesses and neighbors.



Councilman Kerry McCormack points to a map that shows the current location of the Willow Avenue lift bridge and the flow of truck traffic to

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It's that last part — implications to business and neighbors, residents of Lakeview Terrace and apartments — that seemed to be the source of friction at the otherwise cordial meeting.

Councilmen Matt Zone and Kerry McCormack both said juggling issues raised by the lack of past planning and mix of housing and industry in the area was difficult.

“Our city was built out 200 years ago,” Zone said. “It was not built for this.”

Regardless, decisions made now will have generation-long effects, McCormack said, which is why community input matters.



### **A once-in-a-generation opportunity: Could Whiskey Island truck traffic plan fix an environmental injustice for Lakeview Terrace residents?**

Three main issues the city said it must balance are: Serving multimillion dollar businesses that rely on access to Whiskey Island, supporting efforts and investments by Cleveland Metroparks to connect recreational trails to the lakefront, and environmental and quality of life issues for residents of Lakeview Terrace and others who live near the current traffic routes and industry on the banks of the Cuyahoga River.

It was that last aspect, the planning effort needed to look out for residents of one of the oldest public housing complexes in the nation that garnered applause at the meeting — twice.

It also was visually supported by meeting attendees who wore dust masks, including mother Katherine Thorpe, who lives with her three children, ages, 10, 7 and 1, at in an apartment near W. 25th Street and Mulberry. Thorpe is on the route of trucks carrying rocks and gravel to and from Ontario Stone on River Road. She's also close to where the company, which has operated in the area since 1960, stacks limestone gavel.



Thorpe said she constantly battles the dust, which exacerbates her son's asthma. She was in favor of any plan that removed the trucks from her neighborhood.



Several meeting attendees wore dust masks and raised concerns about environmental exposures of dust and particulate matter for residents of Lakeview Terrace.

Cleveland and its consultants have not yet looked at specific environmental impacts of the five plans. In narrowing the options, they examined what data is available, mainly from the Ohio EPA, but have not requested or gathered that existing data yet, Switalski said.

Ontario Stone Vice President Marc Barricelli said that even if the city selected a plan that would reroute the lion share of the trucks, containing all of the dust was an impossibility. A significant amount of truck traffic would still need to access company land not on Whiskey Island. And even though the company complies with current environmental regulations, "There's only so much containment that can be done around a limestone quarry," he said.

Switalski said businesses in the affected area, including Cargill Deicing Technology, which mines salt from under Lake Erie, employ hundreds of people in the community.

“I don’t want to make the industries who are down there the enemy,” he said.

Resident’s concerns aren’t that they hate the companies, said Whitney Long Jones, an organizer with Ohio City Inc.



The concerns are their babies are developing asthma.

“We are in a quandary,” Goodring told the meeting attendees. “I’m sure whatever is decided in the end, not everyone will be happy.”

**The five alternatives include:**

- Rehabilitating the Willow Avenue lift bridge, which might be less expensive in the short term but has higher long-term costs for maintaining and operating the bridge, which has to be lifted for ships and boats as many as 20 times a day.
- Building a new lift bridge 90 feet to the east of the existing bridge and abandoning or demolishing the current bridge. This option also included higher long-term operating costs.
- Constructing a new Bascule bridge with two “leafs” that would open up to let ships and boats through. That style of bridge would be constructed over a narrow part of the Cuyahoga River channel near Mulberry Avenue, where the Cleveland Foundation Centennial Trail Lake Link is currently now. It would require an operator, which is a higher continuing cost, but would line-up with the Metroparks planned Wendy Park Bridge.

- Build a new fixed bridge at W. 45th Street, which aligns with the Shoreway ramp at that location. That bridge would allow for enough clearance for ships and boats. Trucks could access it from the Shoreway and it could accommodate the bike route. It would not have the same long-term operational costs of a lift or Bascule bridge. It would require a four-way intersection with a traffic signal at West 45th Street.
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